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BALBOA AND THE PANAMA CELEBRATION

THE Republic of Panama is planning to celebrate two great events of world-wide importance, the one relating to the past—the discovery of the Pacific Ocean by Balboa in 1513; the other to the present—the accessibility of the Pacific through the opening of the Panama Canal.

The details for this celebration are to be found in the publication called *Exposición Nacional de Panama, conmemorativa del Descubrimiento del Mar del Sur* (National Exposition of Panama, commemorative of the discovery of the Pacific Ocean). The date of the opening of the exposition will be on the 3d of November, 1914, and it is proposed to close it on the 30th of April, 1915. It is quite probable, however, that a longer period will be permitted should seasonable and other conditions be favorable.

Details about the exposition state that it will have as among its principal purposes to do honor to the memory of Vasco Nuñez de Balboa, the illustrious discoverer of the Pacific Ocean; to strengthen the ties of friendship already existing between Panama, Spain (as the mother country of Spanish America and the birthplace of Balboa), and the other nations of the western world; and to show to the world the natural resources, the industries, the commerce, and the civilization of the Republic of Panama. The location selected for the buildings is between the present city of Panama and the ancient town of Antigua Panama, at a place called "El Hatillo," and work has already begun toward preparing the grounds and erecting both permanent and temporary structures.



Courtesy of the Bay View Magazine, Detroit.

VASCO NÚÑEZ DE BALBOA.

Balboa was one of the admirable characters among the Spanish Conquistadores. He treated the natives humanely, he infused a hopeful spirit into his own compatriots, and he left behind him, at the end, a record of work well done.



BALBOA TAKING POSSESSION OF THE PACIFIC IN THE NAME OF SPAIN.
Bronze frieze in the Governing Board room of the Pan American Union.

There are to be 10 sections of exhibits, arranged as follows: Agriculture; native animals (with fish) and their products; cattle; minerals; liberal arts; fine arts; industries; history; education; public administration. Each of these sections is divided into groups, and these in turn are subdivided into classes, so that every kind of exhibit, whether from domestic or foreign source, will find a suitable place among those of its own kind.

Exhibitors will be particularly from national sources, as the towns and local administrations, corporations, societies, and companies whose work falls into the divisions mentioned; and, in addition, all others, both native and foreign, whether of commercial or industrial character, who may wish to exhibit, and who will therefore send something illustrative of their activities and who conform to the rules established by the Government. It is expressly stated that exhibitors shall have permission to manufacture and to sell their products within the exposition grounds, subject, of course, to the rules governing such cases. Each country accepting representation is to have a proper amount of ground reserved for its buildings and containing exhibits, and freedom from customs dues is allowed under certain conditions.

Prizes are to be given to exhibits worthy of such recognition, and are all to be accompanied by diplomas of merit. There will be a grand prize—a medal of gold, one of silver, and one of bronze, with a diploma of honorable mention, for exhibits in each category. Besides these, there will be special money prizes for the best song poem (by a native of Panama) on the discovery of the Pacific; for the best artistic, literary, or scientific work; for the best exhibit in agriculture, industry, or stock raising; and for the best exhibit of woman's work. Awards will be made by a jury appointed for that purpose.

The outline given above shows the plan and scope of the exposition and should arouse great interest in those who may wish to take advantage of such an opportunity to present their products before the people of the Republic of Panama. They must realize, also, that the visitors to this exposition will not be at all confined to the residents of the city of Panama, the adjacent Canal Zone, or the inhabitants of the Republic. In fact, part of the purpose of the Government itself is to reach by means of this exposition the many travelers and world tourists who will at that time be passing through the canal. These thousands will have their attention called, in a way not otherwise possible, to what is exhibited. The grounds are so close to the city that in most cases the time a steamer consumes between the entrance and exit of the canal can be enjoyably spent in just such an excursion as the exposition will present. While there may be a contrast to the larger expositions at San Francisco and San Diego, it can not be in competition with them, from the very



Courtesy of Silver, Burdett & Co., Boston.

BALBOA DISCOVERING THE PACIFIC OCEAN.

The romance of the discovery of the Pacific has been the theme of song and story in many a book, and even the artists of the brush have pictured it in their fancy. The moment of Balboa's triumph, when he rushed into the water and claimed this vast expanse for his Sovereign, seems to have been the one to inspire the painter most.



AT THE BALBOA PANAMA EXPOSITION GROUNDS.

One of the first ceremonies to be performed on the grounds dedicated to the exposition in Panama was the selection, by the representative of Cuba, of the grounds selected for the building of that Republic. The persons in the photograph are, from left to right: Señor Federico Boyd; Señor Rafael Gutiérrez Aleaide, Chargé d'Affaires of Cuba; President Ferras, of Panama; Señor Ernesto T. Lefevre, Secretary of Foreign Affairs; Señor Ramón F. Acevedo, Secretary of Public Works; Señor Ing. Alejandro Bermúdez, Director General of the Exposition.

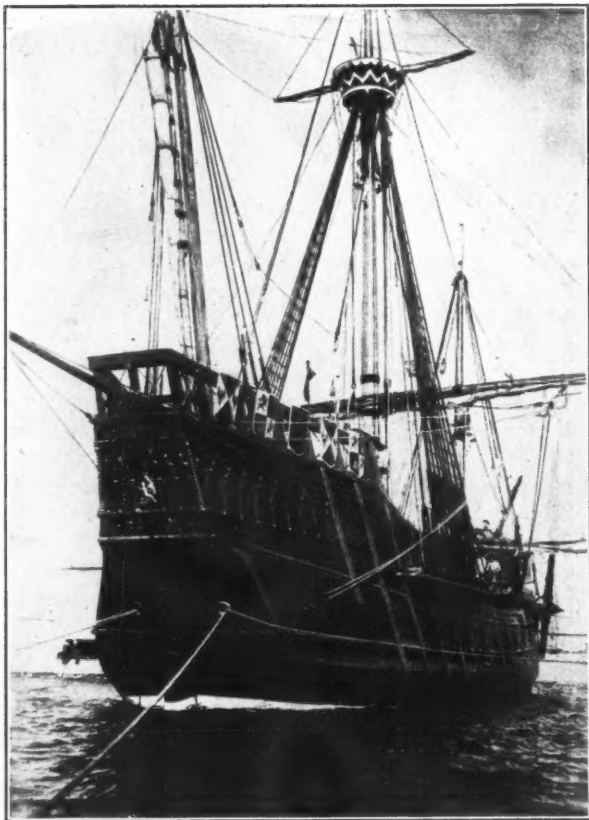
nature of things. And the tropical beauty of the surroundings will add a charm that can find no duplication in any spot on the popular line of travel which the canal is bound to become as soon as it is opened.

The celebration of the opening of the canal, in this manner is, as announced, one of the great purposes of the Government of Panama. To show what a boundless new world, in the sense of accessibility and service, will be opened by this entrance to the Pacific, to attract attention to the future of all the area washed by this ocean, is the commendable ambition of the Government. But looking backward to the beginnings of the knowledge of the Pacific, given to Europeans by Balboa, the Government of Panama wants to do homage to that intrepid explorer and discoverer, and in its historical significance, therefore, this exposition will be part of the celebration of that event which took place not far from the very spot on which the ground is to-day laid out and the buildings will be erected, four centuries (September 25, 1513) ago.

The story of Vasco Núñez de Balboa is one that can never be too often told. How he gave up a life to which he was little fitted; how he reversed the policy of his predecessor, who had offended and even maltreated the natives on the Isthmus, so that the confidence and assistance of these very natives were turned to Balboa's advantage and of the Crown of Spain; how he discovered the south sea—the Pacific Ocean—and was rewarded by his sovereign; and how he met his death when greater victory was almost within his grasp—all these events of his too short life should be repeated to young and old, as a happy contrast to the sometimes gloomy and uninspiring tales which have come down to us of the early days of the discovery of America.

Balboa, as he is best known in history, Vasco Núñez de Balboa as was his fuller name, was born in the Province of Estremadura, Spain, about the year 1475. He came of a good family, and seems to have been better educated than most men of his time. In early life he migrated to America, and, after the usual adventures of a young man in that New World, he tried to settle down to the routine of a practical farmer. That he was not designed for it subsequent developments rapidly proved, for he fell into debt and was considered rather an improvident fellow in the town.

Perhaps it was this hopeless debt that meant Balboa's fortune. At any rate, to escape and to try a new life was his reason for having himself concealed in some way so that he could be smuggled on shipboard and carried away from his failures to begin this new life elsewhere. He escaped in Enciso's ship from Santo Domingo and discovered himself only when well on the voyage to the coast of Darien. This Enciso was one of the best geographers of the day. He knew about all there was worth knowing, especially of the New



A SPANISH VESSEL OF BALBOA'S TIME.

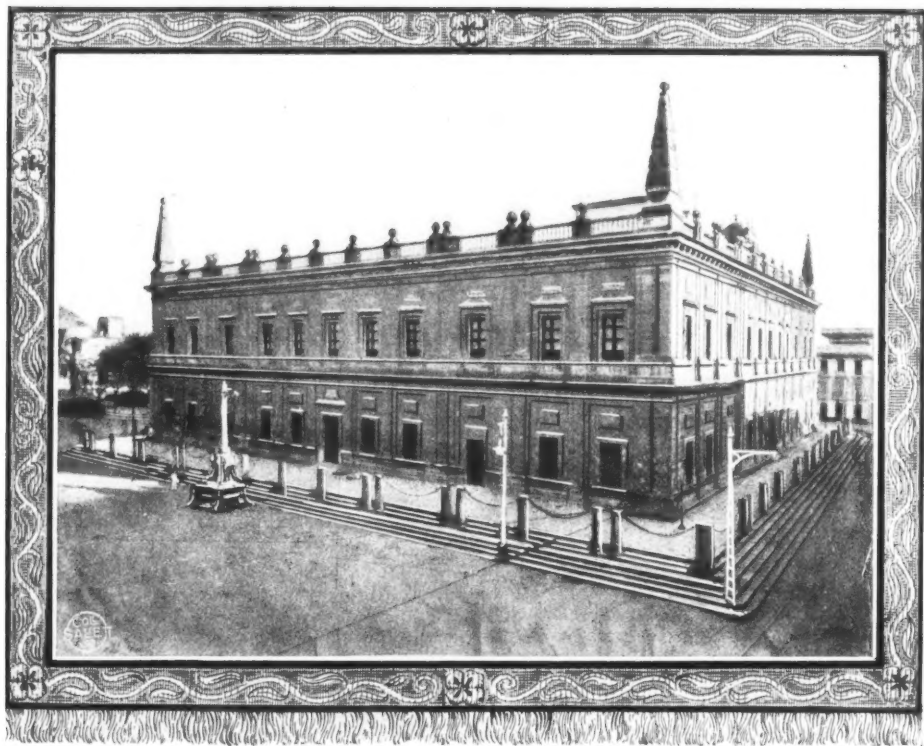
The old navigators and adventurers had no iron ships with which to cross the seas, but their vessels were nevertheless staunchly built and capable of withstanding severe storms. Unfortunately, however, it was sometimes necessary, when the Spanish-built ships were not available, to construct others for local use from material obtained near the new settlements. Balboa had the courage and perseverance to make a boat for his purpose on the shores of the Pacific, and it was his intention to sail along the shores of Panama, and even to explore southward to Peru, when he met his untimely death.

World; he was a close observer and probably a good judge of men, for instead of punishing his foundling Núñez, the commander, Enciso, landed him among the desperate colonists at a fort in the Gulf of Darien; there to work out his salvation and perhaps that of his countrymen about him.

It was in 1510 that Balboa's life story began. He found the people of the settlement discouraged, divided into factions, miserably unhappy, and without a leader. But Balboa had the spirit of leadership, and at once he took upon himself the labor of restoring confidence and of wresting success out of failure. His influence was magnetic, and the people trusted him. Even Francisco Pizarro, who later was to follow the path that Balboa had marked out but was never permitted to enter, older, too, than Balboa, at once yielded to him and at the time seconded his every effort. His first care was to gather together the scattered remnants of the former expeditions (Sir Clements Markham, *The Geographical Journal*, June, 1913), some at Uraba fort, others living among the Indians along the coast. This was a most difficult task, but thanks to the energy of one man it was done. He fed the hungry, nursed the sick, helped build huts for the able-bodied, and thus persistently brought about improvement for all.

But the supply of food was the great difficulty, due largely to the cruel treatment and robbery of the natives which had marked the misconduct of his predecessors. Vasco Núñez de Balboa had to gain the confidence of these natives, to overcome their suspicions, and to make friends of them. He succeeded with them as he had with his own countrymen. He won over warlike tribes that had hitherto suffered from injustice and injury; but to get food he had to penetrate the jungle, often through swamps, all days in the burning sun, before he could reach the centers of their cultivation, whence these natives could be induced to bring food to the market of the Spaniards. In time, however, his wise policy, his energy, and his patience won, and this leader established in all the feeling that integrity and confidence would prevail. Such admirable conduct brought reward in the recognition of his accomplishment. The admiral, the son of Columbus, sent provisions for Balboa's colony, and from the audiencia of San Domingo was given the appointment of alcalde mayor of the colony he had created.

Vasco Núñez de Balboa, when this preliminary work was well in hand, began the exploration of the isthmian region around him, with especial regard to information on the resources of the country and the probable supply of gold. He became acquainted with the native rulers of Coiba, of Comogre, and of Pocorosa—it is said that he actually married the daughter of one of the chiefs—and was admitted to their friendship. He wrote to the Emperor Charles V about his



Courtesy of "El Mercurio," of Barcelona.

THE BUILDING FOR THE ARCHIVES OF SEVILLE.

In commemoration of the discovery of the Pacific Ocean by Balboa, there will be held in Sevilla, Spain, in April, 1914, an exposition of historical and geographical character, in which many of the rare documents treasured in this building will be open to public inspection. The building itself is of great historical interest. It was formerly called the Casa Lonja, and dates back to the time of Phillip II. It was completed in 1598.

investigations, and held out hopes of acquiring substantial gains for the Spanish Crown. It was indeed on one of his expeditions into the interior in search of gold that he met the son of the cacique of Comogre, who told Balboa, somewhat in jest at the Spanish desire for gold, that the country beyond was far richer in the metal they deemed so precious; that, in fact, if they wanted to go only a slight distance across the mountains they could view a mighty ocean, larger perhaps but calmer - more pacific - than the one lying to the north.

If the information were true, so thought Balboa to himself, he would try to be the first to set eyes upon it. This chance remark had been in 1513, and on the 1st of September of that year he set out from the Caribbean coast, with a few Spaniards and an escort of friendly natives, to cross the Isthmus. They plodded through the jungle; they scaled the little intervening hills; they pushed their way across the streams till, on the 25th of September, 1513, Balboa, who had been warned by his guides that the water of the southern sea was not far off, climbed a tree and for the first time caught sight of what we now call the Pacific Ocean.

On the 29th of September, 1513, Balboa actually entered the water, waving the flag of his country over his head, and claiming it in the name of his sovereign. The all too few years remaining to him he devoted to further explorations on the coast, and gave all his energies to planning an expedition along it, and even to a discovery of what might lay to the south, of what he heard rumors, in the great kingdom of the Incas. Certain it is that he visited the Pearl Islands, but only after he had, with almost overwhelming hardships, collected at Acla material for small vessels that were ultimately built on the shores of the Gulf of San Miguel, and launched them there.

His triumph was, alas, but short lived. Jealousy of his deeds and incompetency of his associates led to accusations against him. He was called across the Isthmus to meet these charges, but his enemies could not be content with the slow and perhaps justice-seeking processes of the courts. He was arrested and farcically tried and condemned for anything that seemed an easy test of guilt. He was executed by his accusers at Acla, the town he had helped to found—that is, murdered - in his forty-second year.

What results to the world might have come by discoveries in Peru and elsewhere in South America if Vasco Núñez de Balboa had lived to continue his enlightened, just, and gentle policy is a matter of mere speculation. The fact that he discovered the Pacific Ocean, surmounting material obstacles and winning over instead of killing the natives, shows the character of the man. He was a leader, an explorer, and a builder. In doing honor to the man Balboa, and to the event that crowns his life, the Republic of Panama sets an example that must bring praise and support from all the world.

Thus Panama unites in one celebration the two great epochs of the Pacific, the one being in essence but the fulfillment of the other. Where the first glimpse was caught by the European is a splendid place from which to lead his imagination on to what lies beyond. And, although some of the buildings themselves are to remain as a permanent memento of the year and of the opening of the canal, another substantial monument to Balboa and his achievement is to be erected on the shores of the Pacific.

Spain, the mother country, is represented through King Alfonso, who has devoted from his private purse the sum of 50,000 pesetas (\$10,000) toward the construction of the statue to Vasco Núñez de Balboa to be erected in Panama, and from Spain will come the bronze for its construction. The President of Panama, Dr. Porras, has contributed a like amount. Cuba has added \$5,000, Guatemala \$2,000, Costa Rica, Salvador, Nicaragua, and Honduras their proportions, and others signify their intention to contribute to the statue, which will thus become a special monument from the Spanish-speaking peoples. Various municipalities in Spain* and similar organizations in Panama and elsewhere are sending money. The ambition of the Republic of Panama, therefore, to erect a statue to cost at least \$50,000 (gold) will surely be realized. In the text of a letter to King Alfonso President Porras said: "The statue will be placed at the side of the canal, where it may be saluted by the flags of all nations and by the peoples of all races as they pass from one ocean to the other." A distinguished Spanish sculptor has been practically selected as the artist. Señor Benliure has done some splendid work in his native country and in Argentina, and has been appointed senator of the Kingdom on that account.

Panama, moreover, has perpetuated the discoverer's memory by naming its national coin the balboa, by placing his portrait upon one of its national stamps, and by setting aside as a national holiday the 25th of September. The United States will issue its 1-cent Panama-Pacific Exposition stamp as a Balboa souvenir.

While these preparations are so earnestly going forward in Panama itself, abundant honor has, on the date of the discovery, been given Balboa by many learned societies in other parts of the world. The Royal Geographic Society of Spain held in Madrid a ceremony commemorative of the discovery, in which homage was paid to his memory. The Royal Geographical Society of England held services of respect to Balboa, in which the scholarly Sir Clements R. Markham gave a noteworthy review of the discoverer's life, with laudatory recognition of his great accomplishment. The Mexican Geographical and Statistical Society held a special meeting in honor of the event,

* Popular subscriptions in Spain amount to more than 200,000 pesetas. Argentina, Uruguay, and Chile contribute with 25,000 pesetas each.



HERNANDO DE MAGALLANES.
Cavallero Portugues. descubridor del
Estrecho de su nombre.

FERNANDO MAGELLAN.

The more exact name is Hernando de Magallanes of the navigator who entered the Pacific Ocean for the first time through the strait now named after him, and his fame is second only to that of Balboa in connection with the southern seas.



COLUMBUS'S CARAVAL.

and the transactions were reported in a special publication. The American Geographical Society devoted several pages of its bulletin to a narrative of Balboa. Quite in accord with these marks of respect to his memory is the exposition in honor of the fourth centenary of the discovery of the Pacific Ocean held in Sevilla, Spain, in the general archives of the Indies (Exposición cartográfica y documental americana), and following this as really part of it there is now being

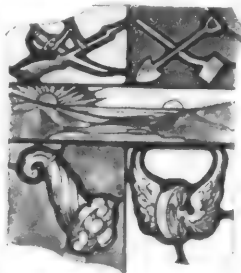


FACSIMILE OF SILVER HALF BALBOA, OR PESO, OF PANAMA.

The Republic of Panama has incorporated the word *Balboa* into the very center of its public life, making use of the name as the United States does that of Columbus, or Venezuela that of Bolivar. As an example, the (gold) *balboa* is the unit of value of its coinage, and the *half-balboa* shown here and worth fifty cents, is the coin in common circulation in the Republic. It is ordinary called *peso*.

held (April, 1914) a historical geographic congress (congreso histórico-geográfico), the purpose of which is to bring out in stronger light the immense riches of those archives and the value of the discovery of the Pacific Ocean.

This preliminary notice is given in the BULLETIN in order to attract the attention of all interested in Latin America, and especially in Panama and the great events that have centered and are in the future to center on the Isthmus. It is hoped that later in the year more details, illustrated with photographs of the progress made in this exposition, will appear in its pages.

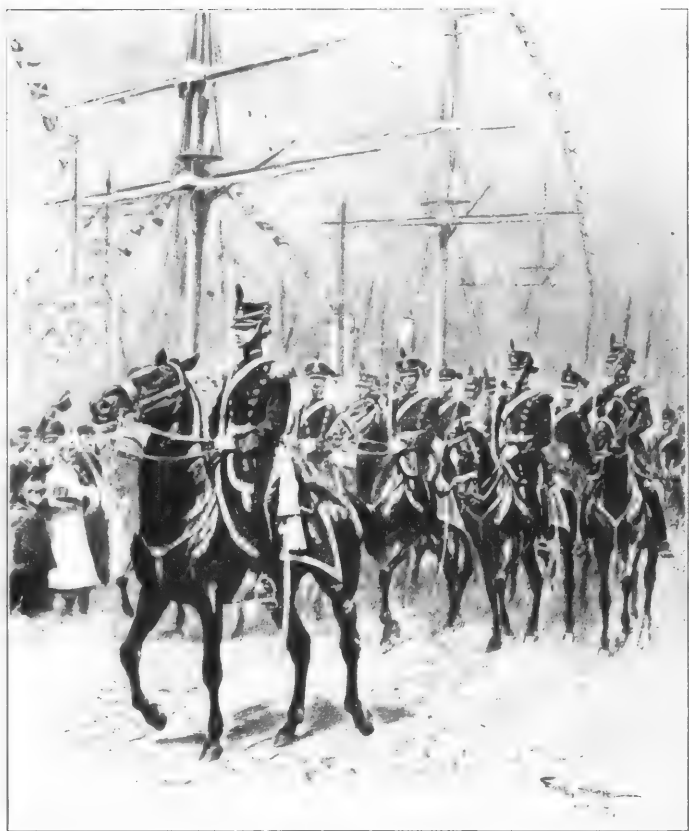


THE ARGENTINE SOUTH- WARD MOVEMENT¹

THE expansion of Argentina during the past 40 years into the temperate quarters of the South American Continent is fully as interesting a field for study as a southward movement, so to speak, as are the similar westward movements in the United States and Canada, the eastward one in Russia, or the northward one of South Africa. The same pioneer conditions change into rapidly growing settlements as the aborigines retreat; the same scientific methods reduce supposedly useless areas to sources of present economic wealth and prospective gain for the future.

No South American country has developed and settled so much contiguously unsettled territory in so short a time as has Argentina; none have had so much temperate land lying at their gates that cried aloud for the white man's coming. The Spaniard's settlement at Nootka Sound, in 1790, was far higher in the northern latitudes than any of their South American towns were in the southern. Only in southern Chile did the Spanish colonists find a climate anything approaching the average climate of Spain. If we draw a line directly across Argentina from a point 50 miles south of Buenos Aires to the Chilean frontier, we shall find scarcely a permanent settlement south thereof in 1816, when Argentina obtained her independence. Even Quilmes was not founded until 1677; Samborombon Bay was the southernmost settlement in 1744. In 1740 the Tehuelches had attacked Buenos Aires itself, then a poor town of 10,000 people; in 1780 they were burning houses within 10 miles of it, and another near-by Indian invasion took place in 1789. The lonely outpost of Bahia Blanca remained from 1828 to 1878 the furthestmost contiguous southern Argentine community. In October, 1875, Argentine control extended only to the Rio Cuarto and to a line drawn northwest thereto from Bahia Blanca. The whole Rio Cuarto region had been raided by Indians in 1872. There had been Patagonian explorations enough in both the Spanish and colonial times. Shakespeare mentions Setebos, a Patagonian devil, in *The Tempest*. This was a reminiscence of Francis Drake's touching at Port St. Julian. Father Falkner's journey, in 1746—as was Father Lozano's from December, 1745, to April 6, 1746, reaching Puerto Deseado January 6, 1746—revealed much of the northern part of the coast and a little of the interior.

¹ By Charles Lyon Chandler.



THE GRENADIERS OF SAN MARTIN PASSING THROUGH THE STREETS OF
BOULOGNE-SUR-MER.

They were specially sent by the Argentine Government to represent the army at the unveiling of the monument to General San Martín. This regiment of grenadiers was instituted by the liberator himself, and they wear the same uniform used in his times.



EX-PRESIDENT BARTOLOMÉ MITRE.

General Mitre was born in Buenos Aires, June 26, 1821. In early life he displayed great talent in both literature and military affairs. He wrote numerous books, edited many periodicals, and translated much from foreign sources into Spanish. His military activities led him into politics, and in 1862 he became President of the Republic of Argentina. During his six years of office he was a great builder for his country. At the expiration of his term General Mitre founded "La Nacion," a newspaper, which to this day is one of the leading periodicals of South America. He died in Buenos Aires January 19, 1906.

To Francisco de Biedma belongs the credit of being the first to exhibit in detail and urge with persistency the advantages of developing the Patagonian coast and hinterland. His detailed report to the viceroy of Buenos Aires, the Marquis of Loreto, made in March, 1774, showing the strategetic importance of the Rio Negro as a line of defense would have been as pertinent a hundred years later. It was the chief cause of the royal order of King Charles III of June 8, 1778, which ordered forts and towns to be established on the east coast of South America to the Strait of Magellan. It is interesting to note that Spain had just declared war on England to aid the United States of America in establishing their independence, and several whalers manned by citizens of Massachusetts were then cruising off Patagonia. On April 23, 1779, Biedma started to found a town on the site of the present Biedma, but a flood in the Rio Negro, which Biedma had already explored, caused him to abandon this plan, and the present town of Carmen de Patagonia was founded in June, 1779. His brother Antonio de Biedma explored the Patagonian coast from 1780 to 1783 and spent almost the whole of the year 1782 in ascending the Santa Cruz River, discovering Lake Biedma, and exploring much of the surrounding country. The pilot, Basilio Villarino, acting under orders from Francisco de Biedma, explored the Rio Negro, the Limay, and Neuquen Rivers from September 25, 1782, to May 25, 1783.

Our readers will remember that it was in 1783 that the Spaniards had possession of what is now the city of Chicago in the United States for a little while; it is interesting to speculate as to what would have occurred if the expedition from St. Louis had succeeded in remaining on the borders of Lake Michigan. Lake Nahuel Huapi had been discovered by the Jesuit, Nicolas Mascardi, in 1690, proceeding from Chile.

The importance of the Rio Negro as a line of defense was also urged by Sebastian Undiano y Gastelu, and Felix de Azara, whose scientifically trained mind foresaw so much, did likewise in 1796 as the only sure means of effectively controlling and developing the pampas. This maintaining a river as the furthestmost limit of expansion in a temperate country of settlement we also find in other parts of the world, the Orange River in South Africa and some of the Siberian rivers having served at different times as temporary barriers to the onward progress of civilization. The journey of Luis de la Cruz, alcalde of Concepcion, in Chile, across the continent by a zigzag route from Ballenar to Buenos Aires, from April 7 to August 16, 1806, is noteworthy as occurring at almost the same time as that of Lewis and Clark in North America. Cruz estimated 46,051 Spanish dollars would be needed to improve the road between Chile and Buenos Aires by the way of Neuquen. One hundred years later a



EX-PRESIDENT JULIO ROCA.

General Roca was born in Tucuman in July, 1843. He early demonstrated great talent for a military career, and during the times of constructive reorganization in his native country he devoted all his energy toward the development and progress of Argentina. He was twice chosen President, the first term being from 1880 to 1886; the second from 1898 to 1904. He served his country in other positions of trust and responsibility, both before and after his Presidency, and is still active in any direction where his patriotic services may be sought.



CAVALRYMAN, ARGENTINE REPUBLIC.

The cavalry branch of Argentina's standing army consists of eleven regiments. The men are expert horsemen, and this branch of the national service appeals to them. The mounts are of small stature, strong, hardy, and high spirited, but very tractable.

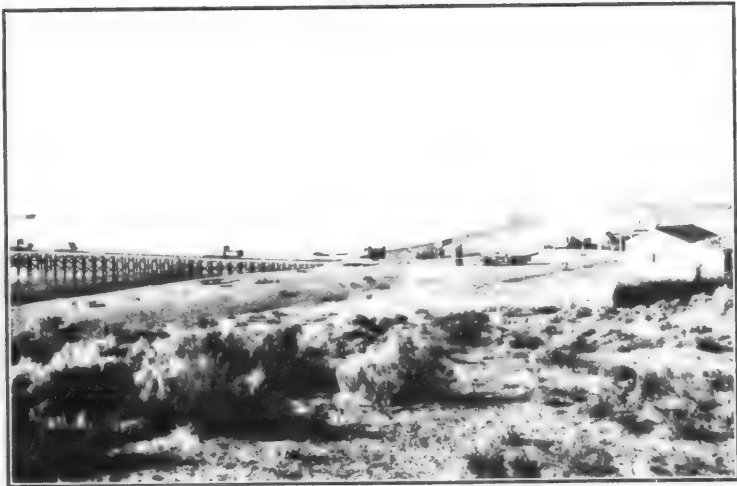
member of the staff of the Pan American Union made this journey by the railway automobile, and across the Andes from capital to capital in seven days; and Col. Roosevelt's comments on this same journey, which he has just made, will make interesting reading beside those of de la Cruz.

But no real action came until 1878, though President Bartolomé Mitre's administration had passed the law of August 23, 1867, ordering the establishment of the frontier lines on the left bank of the Rivers Negro and Neuquen, and Francisco P. Moreno had raised the Argentine flag on the banks of Nahuel Huapi on January 20, 1876. The law of October 4, 1878, put this 1867 law into practical effect by appropriating \$1,600,000 to fulfill it, and operations were begun at once against an estimated force of 20,000 Indians, 1,800 to 2,000 of whom were armed with lances.

The military frontier then extended northeast from Bahia Blanca to Necochea, Gainza, and Rio Cuarto, thence almost due westward to the Chilean frontier. The whole of what are now the Territories of Rio Negro, Neuquen, Santa Cruz, and Chubut were the roaming grounds of the Tehuelches. From the founding of Bahia Blanca, in 1828, to Gen. Roca's expedition, 50 years later, practically no change had taken place in the extension of the settled area under the control of the Argentine Government, the Welsh settlements of Rawson and Madryn in the Chubut, founded in 1855, and a few isolated posts along the coast being the sole indications of Argentine sovereignty over more than half the area of the Republic. The Tehuelches roamed unchecked over the same prairies in 1878 where they were hunting guanacos when Magellan skirted the coast 300 years before.

Bahia Blanca had been severely attacked by them in 1872; in that same year they raided the Rio Cuarto region; Musters had met large numbers of them in 1869 and 1870, when he explored almost all the way across the continent from the mouth of the Rio Negro to Lake Nahuel Huapi, and had skirted the Andes even farther south, showing a part of what remained for the Argentinians to develop and to explore.

Roca's expedition of 1879 is unquestionably the most important and far-reaching event in Argentine history since the present constitution was adopted in 1860. In a broader sense, it may be said to be one of the most far-reaching occurrences in the history of the development of the South American Continent, as well as in the world at large, for it marked the beginning of the settlement and cultivation of the largest undeveloped temperate area in the Americas. It was a purely Argentine, a nobly national initiative; it marks the beginning of Argentina's finding herself a nation, of her bursting forth from petty localization.



AN EARLY VIEW OF PUERTO MADRIN.

Puerto Madrin, or, as it is sometimes spelled, Port Madryn, is one of the harbors on the coast of the territory of Chubut, in Argentina. It was a bay of shelter in old Patagonia, but is now developing into a modern port for the growing commerce of the adjacent region. There is a short railway running to it, but as the territory increases its population and pastoral products Madrin will probably become one of the important ports on the Atlantic south of Buenos Aires and Bahia Blanca.



THE VALLEY OF MENCUE, NEUQUEN TERRITORY, ARGENTINA.

The pampas extending from the Atlantic coast across old Patagonia to the foot of the Cordillera, separating Argentina from Chile, are in some ways comparable to the plateaus of west Texas, New Mexico, and Arizona. Barren at present, it is only the lack of water that keeps them so, and when irrigation is once made practical—and water is in most cases accessible—these pampas can be made very productive and habitable.



CROSSING THE PAMPAS OF THE TERRITORY OF RIO NEGRO, ARGENTINA.

The landscape is characteristic of the greater part of Rio Negro and Neuquen stretching eastward from the lake region at the slope of the Cordillera in Argentina. The road is merely a track through the wilderness, and modern carts are rare.



A GAUCHO, OR COWBOY, OF THE PAMPAS.

The cowboy of the plains of the basin of the Rio de la Plata, has been celebrated in song and story, quite as much as his prototype in North America to which he closely corresponds. The gaucho was not always, however, a cowboy; he was occasionally a rover, and his intimate knowledge of frontier life was of great value in the gradual development of Argentina's vast Patagonian wilderness.

Roca's constructive mind had long been intent on the Patagonian question. In his prophetic letter of April 24, 1876, to the editor of *La Republica* of Buenos Aires he alludes to Albert Sidney Johnston's Utah expedition of 1857, and there is reason to believe that the westward movement of the United States influenced him in his strenuous endeavors to promote the similar Argentine southward movement. Argentina's President was then Nicolas Avellaneda, whose quiet activities have resulted in much to his country's welfare. Adolfo Alsina, one of his oldest cabinet ministers, also seconded the movement.

Roca himself became minister of war in 1878 and left Buenos Aires on April 16, 1879, with 6,000 men and 20,000 horses, a well-equipped scientific staff, and an excellent corps of photographers. This was the largest Argentine force that had ever proceeded against the Indians. On May 25, the Argentine national holiday, the expedition was at *Choele Choele*, and by the end of June the desired results had been obtained. Dr. Estanislao S. Zeballo's graphic narrative vividly portrays this expedition.

In 1879, under Roca's orders, Maj. Jordan Wysoski went as far as Port San Antonio on a minute reconnoissance along the Patagonian coast. The revolution of 1880 checked matters only temporarily, as it brought Roca himself into the Presidency. The southernmost limit of Argentine railways was at Azul and Ayacucho in the Province of Buenos Aires in that year, while the Chilean railways extended as far south as Talcuahuano and Angol. Throughout both his presidential terms he bestowed particular attention to newest Argentina. In 1881 Gen. Conrado Villegas's expedition to Lake Nahuel Huapi occurred from March to June, and on July 29 the important boundary treaty with Chile was signed, which was to delimit the frontier for 22 years and secure the Patagonian Territories from any fear of foreign intervention. In 1884 the first law of territories provided a political organization for southern Argentina; for, and from now on, "Patagonia," save as a geographical expression, ceases to represent any political division.

Seldom in the history of the world has so large a tract of country been conquered, explored, and politically divided within five years after the April morning when Roca had left Buenos Aires on his memorable expedition. Patagonia had ceased to exist, the Territories of Rio Negro, Neuquen, Chubut, and Santa Cruz springing into being; Bahia Blanca and Buenos Aires were connected by rail, and the hardy scientific explorer, Francisco P. Moreno, had revealed the beauties of the lake, river, and mountain scenery of the southern cordillera.



THE CITY OF MATANZAS.

ABOUT 60 miles east of Habana, on a landlocked bay of the north coast of Cuba, lies Matanzas, one of nature's favored spots—by its climate, its scenery, and the amiability of its inhabitants.

Although no longer what it once was, for its palmy days have long since passed, there seems to be an industrial awakening that promises better things for the future, and, possibly, the city once known as the Athens of Cuba, the home of Heredia, of Milanés, of Placido, may again merit its title. At all events, even the Matanzas of to-day deserves to be better known, and it would be better known if some enterprising individual or company would establish a first-class hotel on the heights above the town. The average tourist takes an early train from Habana, reaches Matanzas in about two hours and a half, takes a carriage or automobile and rushes off to the caves, the great attraction of the place. He may spend there an hour or two, then if he is not too tired and if he has time he goes up to Monserrat to look down into the Yumuri Valley, and returns to Habana full of admiration for what he has seen.

Let us take more time and leisurely wander around while we inspect the details. Matanzas is known in Cuba as the ciudad de los dos rios, the city of the two rivers. These rivers that divide the town into three parts are the San Juan and the Yumuri. The entire city descends from the slopes down to the Bay of Matanzas that, like a beautiful crescent, sends its waves, set in motion by the great ocean on the north, to wash the shores of Matanzas, Pueblo Nuevo, and Versalles. Matanzas proper occupies the center. Beginning on the hills back of the town, it gradually narrows between the rivers until it reaches the shore. As you face the bay the Rio San Juan on your right separates Matanzas from Pueblo Nuevo. This river is crossed by several bridges, the one nearest the bay being revolving to admit the passage of vessels from the sea. On your left, along the shore, lies the suburb of Versalles, most beautiful, but lacking the wealth of former times. The population of Matanzas may be estimated at 20,000, that of Pueblo Nuevo at 15,000, and of Versalles at 8,000.

Matanzas and its suburbs are laid out in squares with streets crossing at rectangles, Versalles being the least regular. Versalles and Matanzas are divided by the River Yumuri, that is crossed by a fine bridge not far from the mouth. The city proper is fronted by a dock of sufficient capacity for small craft situated near the mouth of the San Juan. Large vessels must anchor out in the bay, though comparatively near the shore. There are always during the grinding

¹ By Rt. Rev. Charles Warren Currier, bishop of Matanzas.



MOUNT MATANZAS, PROVINCE OF MATANZAS, CUBA.

Among the many beautiful scenes in Cuba, none can surpass that offered from the summit of this mountain, whether the observer looks toward the bay and the open ocean beyond or toward the wooded slopes and valleys marking the interior of the island. This neighborhood is only 60 miles east of Habana and is a famous resort for tourists.

season some steamers, square-rigged vessels, and schooners lying at anchor. Their object in coming to Matanzas is generally to ship sugar, that article being the principal product of the Province of Matanzas, of which this city is the capital. The Munson Line sends its ships regularly to this port.

The main commercial artery of the city of Matanzas is the San Juan River. Long lines of immense sugar warehouses stretch along this river on the Pueblo Nuevo side, and all day long during the season tugboats, like the *Yucayo*, the *Yumuri*, and others are towing huge lighters laden with bags of sugar down the river to the vessels in the harbor. This sugar is the product of a least 40 sugar mills scattered throughout the Province, the cane being grown everywhere in plantations, large and small. The larger plantations, where grinding is done, are known as ingenios. The material is conveyed to these centers by broad or narrow gauge railroads, or by oxcarts. The ingenios are generally connected by private railroads with the main line that carries the sugar to Matanzas or to Cardenas, the principal ports of the Province. The depots or warehouses are owned by the commission merchants.

Another important industry of Pueblo Nuevo is the cultivation of henequen (called here hemp), a species of maguey, and its conversion into cordage. Immense tracts south of the city are covered with the plant, the form of which is much like the aloes. The factory, situated among the henequen fields, is operated by a German company, giving employment to hundreds of men and women. The product of this industry is used mainly for home consumption. Among other industries must also be mentioned El Cayo, west of the San Juan, on the Matanzas side, engaged in the fabrication of meat products and the preparation of skins and leather from which a shoe is made that is extensively used by the country people. The petroleum industry of the city of Matanzas should also be mentioned. The petroleum refinery in Matanzas supplies the whole island.

The environs of Matanzas are noted for the beauty of their scenery and for the remarkable caves about 3 miles southeast of the city. The latter are at present the principal attraction for tourists, who during the season come in considerable numbers. The best view is obtained from the Hill of Monserrat that rises above Matanzas and from the Cumbre, the highest hill towering over Versalles. The Yumuri River, flowing through the valley of its name, forms the narrow gorge between Monserrat and the Cumbre that gives it an outlet to Versalles and to the bay.

Monserrat is reached on the north by a road, the Carretera de Monserrat, that passes the beautiful villa or quinta once occupied by Gen. Wilson when governor of Matanzas during the first American intervention. It is still known as the Villa Wilson. Unfortunately the fine grounds, with their statuary, have been permitted to fall into a condition of deplorable decay.



PANORAMIC VIEW OF THE CITY OF MATANZAS

There is great similarity between the panorama obtained in looking over the bay and city of Matanzas and the better known but not more lovely views along the shores of the Mediterranean. By many travelers Matanzas has been called the beauty spot of Cuba.

The scenery from the heights of Monserrat is unsurpassed. On the south Matanzas and Pueblo Nuevo lie at your feet; on the east your eye wanders over the bay, while on the north you look down upon the incomparable beauty of the Yumuri Valley—according to the opinion of the great Alexander von Humboldt, the most beautiful in the world. Humboldt had seen many a valley—and his judgment carries weight—so that we may at least conclude that the Yumuri Valley, even to-day, is one of the most beautiful in existence. The best view is obtained from the roof, or azotea, of the chapel.

This chapel was erected in 1875 by a Catalan society in memory of the world-famous shrine on the wonderful mountain in Catalonia. The retablo of the altar, intended to imitate that mountain, is an ingenious piece of work, made entirely of cork. A St. Felix of Cantalicio in the chapel is supposed to be an original of Murillo. Four life-size statues in front of the chapel typify the four Provinces of Catalonia—Gerona, Tarragona, Lerida, and Barcelona.

At the present time the building and its adjacent grounds belong to the Spanish colony of Matanzas, that is putting up a large and sumptuous club building not far from the chapel. Should they decide to use this building as a hotel in winter it can not fail to be a decided attraction to the tourist.

On the feast of Monserrat, in December, immense crowds resort to this mountain.

Crossing the Yumuri, we ascend the slopes of the Cumbre, once dotted with beautiful villas, the blackened ruins of some bearing fearful witness to the devastation that war has brought, while others in a state of decay are tenanted by everybody except the original masters. The Cumbre, like Monserrat, looks down upon the beautiful Yumuri Valley and over the city and bay.

Somewhere about 1861 the caves on the other side of Matanzas were discovered by a Chinese who is still to be seen at the little house, built over the entrance. He was engaged in digging with a crowbar, when the tool slipping from his hand, disappeared in the earth. The place now belongs to the owners of the henequen plantations. It is well kept, and the caverns are for a considerable distance lighted by electricity. These subterranean passages, rooms, and large halls, glittering in the light with immense stalactites and stalagmites, are wondrous excavations made in some remote period by the hand of nature. It is said that they have never been completely explored. One branch runs west to the bed of the ocean, while the other, at a great depth below the surface, proceeds no one knows how far in the direction of Santiago de Cuba. Subterranean rivers and lakes seem here and there to alternate with the rock-girt grottoes. The caves are visited in the winter season by a large number of tourists.

We may now return to the city of the two rivers, and before examining futher its details cast a glance at its history. The origin of the



A STREET IN MATANZAS.

Matanzas was once called the Athens of Cuba, and was then celebrated for the intellectual culture of its inhabitants and the activities of its commerce. With modern changes the city is winning back its popularity, and bids fair again to become one of the treasures of the Island.



CATHEDRAL OF SAN CARLOS, MATANZAS.

The church of San Carlos, raised to a cathedral in 1913, was built in the early part of the nineteenth century. It is a solid edifice in classic style, and is among the finest ecclesiastical structures in Cuba.

name of Matanzas is more or less obscure. "Matanzas," from "matar," to kill, means a slaughtering. Some say it was thus called because the whites slaughtered the Indians; others, on account of a massacre of the former by the latter; while a third opinion derives the name from the fact that slaughterhouses existed here at an early period to supply the surrounding country with meat.

Before the advent of Europeans the island was divided into several districts governed by caciques or chiefs. That of Habana extended over the region now occupied by the Province of Matanzas. The last of the Indians of this region disappeared between 1539 and 1564, those that had escaped the Spaniards taking refuge in Florida.

We can trace a white population on the site of Matanzas back to 1607. The city, however, was not founded until toward the end of the century, or in 1693, when on Saturday, October 10, its lines were traced by the governor of the island, Don Severino de Manzaneda.

The object of greatest interest in Matanzas is the cathedral, an edifice in classic style. The first stone of the original parish church of San Carlos, now completely disappeared, was laid October 12, 1693, by the bishop of Cuba, the only one then in the island, Diego Evelino de Compostela. In the old worm-eaten baptismal record the first two entries are in the bishop's own hand, recording the baptism of two negroes, both slaves, one of whom was a native of Congo.

The coasts of Cuba were in those days greatly exposed to the incursions of the buccaneers, and churches and houses were built like fortresses to withstand their incursions.

The present church of San Carlos, raised to the dignity of a cathedral by Pope Pius X in 1913, dates from the early part of the nineteenth century.

It is a fine edifice in chaste classic style. The artistic decorations now in progress promise to render it one of the finest churches in Cuba.

Other public buildings in the city are the town hall, the court of justice, the customhouse, the Spanish Club, several theaters, banks, etc.

The town hall, casa ciudad, contains the offices of the civil government, of the provincial council, and of the ayuntamiento or municipal administration. The governor of the province has also his office in this building. The governor of Matanzas, Sr. Rafael Iturralde, is a young man of marked ability who has raised himself to his position by dint of personal energy.

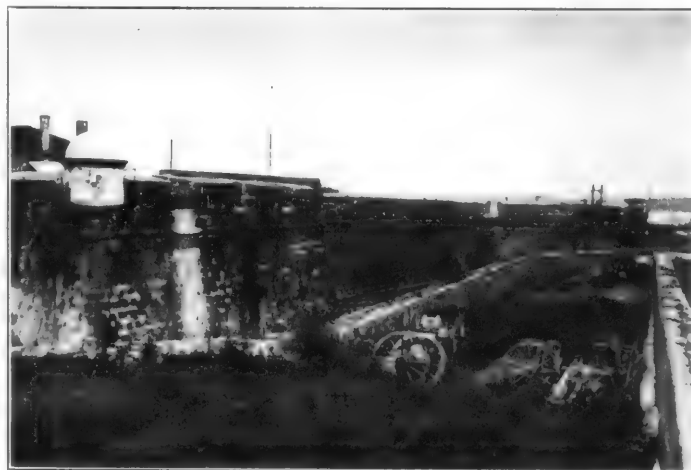
The building is located on the great square, or Plaza de la Libertad, a fine promenade resorted to by great numbers of Matanceros, who, as in some other countries of Latin America, find their amusement in walking round and round. In the center stands a statue of Jose Marti, the patriot.

The court of justice, or audiencia, is, as its name devotes, devoted to the administration of justice. The lower story of the building, with a fine patio, was erected in 1826. The second story, which now



THE HERMITAGE OF MONSERRAT.

This hermitage or chapel of Monserrat, on the mountain of that name, was built in 1875 by Cuban residents who were natives of Catalonia and the Balearic Islands. It contains a shrine fashioned from cork brought from Spain, representing the shrine in the monastery of Montserrat, the sacred mountain of the Catalans, which rises from the plains of Catalonia. The Spanish monastery was built in 880 to enshrine a small wooden figure of the Virgin which the legend says was made by St. Luke and taken to Spain by St. Peter.



WALLS OF THE FORTRESS OF SAN SEVERINO. MATANZAS.

The old castle of San Severino is a fine example of seventeenth century military engineering. The lines were traced where it now stands the day after the first stone of San Carlos Cathedral was laid, October 13, 1693, and it was named after the founder of the city of Matanzas, Severino de Manzaneda.



A NICHE IN THE CAVES OF BELLAMAR, MATANZAS.

In a hill southeast of the city are the caves of Bellamar. They were discovered in 1861, quite by accident, and have never yet been fully explored. There are some remarkable rock formations within the caves, and, as much has been done to make them in any reachable, they have become one of the features for tourists in Cuba who have time to go to the city of Matanzas and the beautiful valley of the Yumuri.

really serves as the courthouse, was added in recent years under Cuban administration. Noteworthy are the old archives of the Province of Matanzas and the civil registers.

Matanzas was long known as the Athens of Cuba. Here flourished the poets Heredia, the author of "Niagara;" Milanés, the most popular of Cuban poets; Placido, the mulatto patriot; Tolón, Delmonte, and others. Although there has been a marked literary decadence, Matanzas still possesses poets of no mean ability, like Bonifacio Byrne, a gentleman of Irish descent whose name is pronounced "Beerne" by the Cubans. The houses where lived Milanés and Placido are marked by tablets that the people of Matanzas have placed to their memory. One of the great bibliographers of America resides in Matanzas. The *Bibliografía Cubana del Siglo XIX*, of Señor Carlos Trelles, is a monumental work.

The Liceo is an old literary and social organization that is now awakening to a new life. Its building is situated on the Plaza de la Libertad. Completely restored, it is practically new, presenting the qualities of an edifice that would be a credit to any city. The Liceo is the successor of the old Club de Matanzas, that had been founded in 1877, the change taking place in 1882 with subordinate sections of literature, lyric poetry, elocution, and science. Brilliant literary memories hover around the old Liceo. In fact its name was adopted in honor of the old "Artistic Lyceum of Matanzas" that flourished between 1860 and 1868; perhaps the most brilliant celebration of the old Lyceum was that witnessed when Gertrudis Gomez de Avellaneda visited Matanzas in 1861. The poetess was solemnly crowned with a wreath of laurel and gold, and a discourse was delivered by the celebrated Domingo Delmonte, himself one of the noted Cuban poets, and the Mæcenas of Matanzas.

Versalles is a fine suburb that has known better days. It is no longer the home of the wealthy, its villas no more harbor the fashionables, its population consisting greatly of laboring people and fishermen. However, there are some notable objects in Versalles. The fine bridge across the Yumuri will lead you to the statue of Ferdinand VII of Spain, under whom the city was founded, and beyond to the Paseo de Martí, a promenade along the bay, that with a little outlay could be rendered very attractive. At the extreme end lies the old Castle of San Severino. Its lines were traced, where it now stands, the day after the first stone of San Carlos Church was laid, October 13, 1693, and its name perpetuates the memory of the founder of the city, Severino de Manzaneda. Fort San Severino is an interesting relic of seventeenth century military engineering.

Besides Versalles, one of the beautiful spots of Matanzas is the Playa, situated in Pueblo Nuevo along the shore with a long row of fine villas and gardens and splendid views. Rails have been laid for an electric line of cars to connect the Playa with Versalles and different parts of the city, but unfortunately the work was suspended.

THE FLOWING ROAD

AMONG recent accessions to the Columbus Memorial Library of the Pan American Union perhaps none is of more interest to the average reader who enjoys stories of adventurous exploration in wild and unfrequented regions than Caspar Whitney's *The Flowing Road*.

In the jungle regions of the interior of South America, especially in the great Amazon basin and that northern section of the continent drained by the Orinoco and its hundreds of tributaries, the only practical roads are the rivers, which form about the best means of communication and transportation in many thousands of square miles of territory. Hence the catchy and very appropriate title of the book.

Mr. Whitney is an adventurous traveler who has given to the world many pleasing accounts of his experiences in exploring comparatively unknown sections of North and South America, Mexico, Siam, Malasia, the West Indies, etc., and while he does not pose as a technical scientist in any of the branches of the "ologies," his descriptions of the wild life, ranging from the primitive human inhabitants he met on through the entire gamut of the bizarre in fauna and flora of jungle and stream, are always of interest to the general reader. He tells his stories in plain, comprehensive language, understood by the English-reading public without the aid of a scientific glossary, and while the trained naturalist, botanist, and anthropologist may find fault because of the lack of technical and scientific description, the vast majority of his readers will doubtless feel all the more grateful. He may not tell you that the *toucan* he so closely observed belonged to the *Pteroglossus* genus of the family *Ramphastida*, but you know exactly what the bird looks like when he describes it, and that, to the average man, is the main point after all.

In the preface to his book Mr. Whitney confesses very frankly that his adventuring journeys into the wilds of South America were not actuated by any great scientific purpose, and he writes:

In the far southeastern corner of Venezuela roam a native people whom common report of the country declares to be savage and unknown. To have a look at these was the object of two of my most prolonged journeys—approaching on one occasion by way of the Amazon, Rio Negro, Atabapo, and Orinoco, and on another ascending the Orinoco and the Casiquiare. For the rest, I will admit frankly to have been impelled neither by a wish to hunt the beasts of the jungle (although such always served as my excuse for escaping the bounds of civilization), nor to report upon the economic, social, or industrial conditions of the land, nor even to add to the sum of knowledge of the scientific world; but solely to satisfy the horizon hunger which incites me every now and again to go and "see things"—that curiosity which Prof. Shaler has called the "primal instinct."

¹ *The Flowing Road. Adventuring on the Great Rivers of South America.* By Caspar Whitney Philadelphia and London. J. B. Lippincott Co. 1912. Price, \$3.



Photo by Caspar Whitney. Courtesy of Harper's Magazine.

VIEW OF MANAOS, BRAZIL.

The greatest inland seaport of Brazil, Manaus, is situated on the Rio Negro, about 9 miles above its junction with the Amazon. It rivals Para in its importance as a great rubber clearing house. Santa Isabel, which was the starting point of Mr. Whitney's canoe journeys, is about 500 miles beyond Manaus.

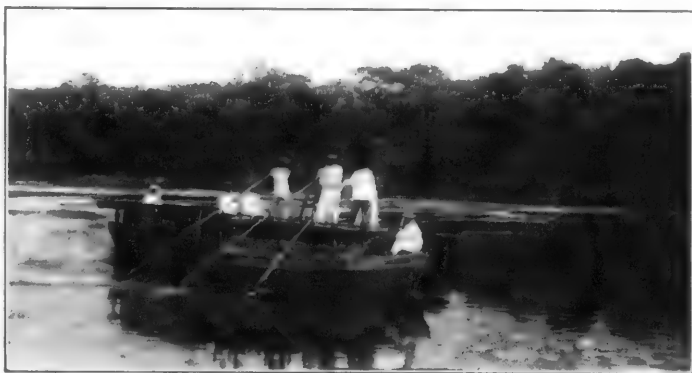


Photo by Caspar Whitney. Courtesy of Harper's Magazine.

THE CARGO BOAT OF THE RIO NEGRO.

The batelao in which Mr. Whitney ascended the Rio Negro from Santa Isabel to San Gabriel, a distance of about 300 miles.



Photo by Caspar Whitney. Courtesy of Harper's Magazine.

ON THE BANKS OF THE AMAZON.

A "campo" and characteristic bit of forest along "The Flowing Road" traversed by Mr. Whitney.

In regard to the erroneous ideas which prevail in the United States relative to the hardships and dangers attending travel in South America, Mr. Whitney very plainly and sensibly writes as follows:

Much of this is due to newspaper dispatches inspired by self-interest and to magazine articles revealing a prejudice born of ignorance; some of it to the surface observations of casual tourists; and some of it to the travelers who seek to impress their valor upon home friends by coloring letters and tales fantastically with fevers, robbers, and reptiles. The three favorite themes of these vaunting rather than evilly disposed raconteurs are the audacious multitude of snakes, the malignant prevalence of fever, and the beauty universal of the "dark-eyed señoritas."

But this is not to infer that all travel in South America is luxurious or even agreeable. It depends on where you journey. To all the important centers you may go comfortably. You can ascend the Amazon, the Parana, the Magdalena, and the Lower Orinoco, to San Fernando on the Apure, by excellent steamers. In a sleeper from Buenos Aires, on the Atlantic side, you can cross the Andes through a tunnel to Valparaiso, on the Pacific. In comfortable railway coaches you can travel far in Argentina, see something of Venezuela, Chile, and Brazil, and in Peru and Ecuador enjoy two train trips reckoned among the famous of the world. Through all the sparsely settled interior you may go laboriously yet safely, so far as molestation by natives is concerned. But the great middle land is terra incognita. There are sections of the wilderness where you should not venture unless adequately supported, and in all wilderness South America the going is arduous in the extreme, frequently dangerous, and work only for the hardy and the experienced traveler.

In his book the author deals with five separate overland and river expeditions, embracing a continuous journey from Santa Isabel on the Rio Negro in Brazil to Ciudad Bolivar on the Orinoco in Venezuela; from San Fernando on the Apure to the headwaters and return of the Orinoco via the Atabapo and the Casiquiare; down the Portuguesa in Venezuela, the Apure, and the Orinoco to its mouth; and on the Parana, the Salado, and Feliciano Rivers in Argentina. The saddle trips included crossing the llanos, which stretch between the Venezuelan north coast mountain range and the Orinoco on the south, and the llanos and the forest to the east of Lake Maracaibo; skirting the Cordilleras at the east of Colombia; across the Andes into Chile; and some penetration of the pampas of Argentina and the forests of Brazil.

The first part of the author's journey up the Rio Negro, from Santa Isabel to San Gabriel, a distance of some 300 miles, was accomplished in a species of river craft called a *bateláo*. The various types of boats and methods of navigation in use by the natives of northern South America are thus described:

Throughout the length of the flowing road canoes are of few types but of many names. The *bateláo*, varying from 25 to 40 feet in length, with crews of from four to a dozen, is the long-journey cargo boat, corresponding in some of its phases to the "lancha" of Venezuela. In both countries it has a comparatively deep cockpit, covered, sometimes for half its length, sometimes wholly, with a barrel-shaped, thatch house—"toldo"—and is built of planks around a crude but strong framework, to withstand that hardest of usage—navigation among the rocks of the rapids. High up on the Guainia a species of crude bark craft obtains, but elsewhere the canoe of the Indian

is always a dugout, known as "uba" in Brazil and "canoa" or "curiara" or "bongo" in Venezuela, varying in width amidships from 18 inches to 4 feet and from 12 to 15 feet to as much as 30 or 40 feet in length. One I measured at Santa Isabel was 52 feet long, fashioned out of a single tree. Incidentally I found it somewhat curious that a Brazilian Indian when alone in a small uba often paddles from the bow rather than from the stern, as is the customary method among most native watermen elsewhere. Far inland the uba, fitted with toldo, is also the long-journey boat, but on the lower reaches of the Rio Negro, the Amazon, and the Orinoco one, two, or three board ribs are added to its gunwale, and the craft becomes, respectively, "montaria" among the Portuguese and "falca" among the Spanish-speaking peoples. The common boat of this description carries one 12-inch board rib atop its dugout gunwale, and is from 20 to 25 feet long. * * *

The large bateláo is propelled by oars from atop the toldo or from its deck when smaller, or by tracking and poling. It all depends upon the character of the river and whether your course is up or down stream. In going down stream you keep the middle of the river to enjoy the full force of the current as you float, or perhaps sail along with a little easy paddling or rowing to hold direction and secure extra speed. That is the luxury of river travel; but going up is quite another story. In the middle of the river it is quite impossible to make way against the current, so you cling to the bank, following faithfully all the turns of a much turning river, except where a deep bay tempts a crossing—and you pull your heart out before reaching the bank again.

That patience is a virtue absolutely essential to upstream navigation in boats of this description is made evident from the following:

My bateláo was large and heavily laden, and we progressed by a species of tracking and by pulling and pushing along the forest-lined bank—a method of poling peculiar to the flowing road. Seven of the crew remained on the boat, Alleo, of course, at the tiller, and two—changed daily, for it was much the easiest task—scouted ahead in the uba for rocks or points to which the hauling cable could be attached. Thus six men were always on the poles, divided equally as pullers and pushers. The puller used a 30-foot pliable pole having a natural hook at the far end; it was his business to fasten to some limb ahead, and, by walking down the length of the bateláo, so help drag us forward. The pusher used a 20-foot stiffer pole terminating in a short, stout fork, which by preference he fixed against the river bottom when he could reach it, or seated it against the limb of a passing tree. Sometimes as a pusher set his weight against the pole he went overboard amid the united shouts of the crew; and often there was a voluntary scramble into the water to capture a marsupial rodent, somewhat larger than a big prairie dog, and fair eating, which had been hooked out of a tree.

Of the natives who formed his crew on this portion of the Rio Negro journey the author writes pleasantly:

Whatever the method of progression, these Rio Negro Indians were usually cheerful: the best natured people I ever fell among. They were always ready with a laugh, often singing at their work—if the rain was not too severe; like children, as, indeed, most wilderness people are. If one of the crew missed an overhanging limb and fell into the river, if the uba was caught under the cable and upset, the others indulged in raillery. If the boat swung around at a rapid or broke away, requiring extra effort to repair the damage, everyone laughed as he set to the task. Had they, however, promptly jumped into the breach and laughed afterwards we would have made better time on the long journey at less expense of bodily effort. They had good nature and patience in plenty, but more alertness and instant application of energy would have given less need of patience. Their way was to laugh while they viewed the barrel roll downhill, and then set to work rolling it up again, rather than check its flight at the top of the hill.

From San Gabriel to San Carlos and thence to Maroa, the gateway of that fabled land El Dorado, the journey was accomplished by means of a small uba. Of the historic interest of this section the author writes entertainingly:

For the better part of two centuries, indeed, had the reported riches of this mysterious land been noised about the small world, calling soldiers of fortune to every gateway and putting in motion a series of daring explorations never since equaled. From the Meta River on the north to the Caqueta (a north branch of the Amazon on the south: from the Andes Cordilleras on the west to the Rio Negro and the Orinoco on the east)—so ranged the fabled land where gold and precious stones were said to await the successful adventurer. Von Hutten searched the wilderness between the Guaviare River, which empties into the Orinoco at San Fernando de Atabapo, and the Uaupes, entering the Rio Negro just above San Gabriel. Ordaz, a captain of Cortes, in 1531 surveyed the Orinoco as far as Atures, the north end of the great cataracts; Herrera went up the Meta via the Orinoco four years later; Orellana in 1561 voyaged down the Amazon; Quesada hunted far to the west and south, even into Peru. And all the while the restless Caribs spread the fable along their voyages, which began at the mouth of the Orinoco and extended south to the Rio Negro.

What energy they had—those first pioneers and their immediate followers, who, so early as 1776 had built a chain of blockhouses reaching from San Carlos north to the lower Orinoco, across a country now rated as "unexplored." Their zeal and enterprise under the tremendous obstacles of forest and climate and insect pest is no less astounding than is the now complete abandonment of a region once so valorously secured.

Cutting across the country by means of paddling through one of the caños (natural waterways like our large creeks), Mr. Whitney emerged into the Casiquiare and thence continued to the upper Orinoco. One of the striking features of the rivers of this section of the country relates to their variously colored waters, of which the author writes:

One of the phenomena of this land of waters is the retention by each river of its own color without diffusion to the very point of actual contact, even where the rivers differ vastly in volume. Black waters flow into white, and white empty into black, retaining their individuality up to the very edge: a visible line of demarcation—on one side white, on the other side black, unmingled and unexplained. Thus the puny black Atabapo joins the surging white Orinoco with no loss of integrity: the black Negro receives almost at right angles the odious white Casiquiare without contamination, and itself empties into the Amazon, not so much as tingeing the mud-colored waters of that monster river. Humboldt reports on the lower Casiquiare, which I did not visit, a black and a white stream, both coming from the east: while of the rivers flowing in from the west, some are of white and some of black water. Dr. Hamilton Rice declares the upper Uaupes to be white, while the lower section in granite districts is black water, as are also two tributaries, one coming in from the north, the other on the south. Of the number of small streams coming into the upper Casiquiare from the east, those I noted were olive.

Of the interesting bird life to be found along the banks of the upper Orinoco the author gives us descriptions like the following:

Where the river straightened out we kept close to the hotter course inshore to avoid the rougher water, thus losing much of the current's help, but partly recompensed

by the bird life almost constantly in sight. Cranes and egrets held their perch as we glided noiselessly by, close enough to see startled questioning in their dull eyes: a solitary fishing great heron stretched its long neck to watch us until past; some small reptile—one of the fifty-seven million varieties of lizards, no doubt—scurried at the feet of this lone fisherman without disturbing his equanimity: a flock of large black-birds, bigger than robins, with long, spreading tail, kept ahead of us from bush to bush: a crane less curious or more timorous than his fellows flapped his way slowly inland: a hawk-like bird, large as an eagle, circled overhead: a band of twittering local swallows, small but noisy, skittered by: high above a pair of macaws crossed with the speed of a duck, sounding their harsh note unendingly: parrots filled a



Photo by Caspar Whitney. Courtesy of Harper's Magazine.

PADDLING UP THE CASIQUIARE.

Mr. Whitney's crew and the "uba," or dugout canoe, in which he ascended the Casiquiare River, an interesting journey described in "The Flowing Road."

near-by bit of wood with their unpleasant voices; there were ducks on the sand bars and ibis and spoonbill under the banks. Such was the bird life about us on the savannahs which now topped the banks.

Many such pleasing pictures are given the reader, interspersed with characteristic descriptions of hunting expeditions, amusing anecdotes dealing with the natives, striking observations as to their habits and modes of life, etc., and all in such entertaining style that the reader lays aside the finished book with a sigh and a feeling as though he too had just returned from a delightful journey into unknown wilds along the flowing road.

C. E. A.





BAY AND HARBOR OF VALPARAISO, SHOWING THE CUSTOMHOUSE.

This portion of the city was but little injured by the earthquake, and the buildings are therefore substantially the same as they were before 1906. The harbor itself, however, will be greatly improved by the work now in progress, and much of this water front will be changed.

A COMMERCIAL TRAVELER IN SOUTH AMERICA ∴ ∴

MENDOZA, ARGENTINA.

DEAR MR. EDITOR: I have intentionally selected this place from which to send you my fourth letter on my trip in South America, because Mendoza lies about half way between the east and the west coasts. It gives me a chance to take a breath, so it would seem, and to check up my experiences on the one side before plunging into new ones on the other. Friends who knew the field better than I do, and acquaintances I have made since I left "The States," tell me that there is a difference between the west and the east. I can understand this condition, because the east coast has for generations been in quicker touch with Europe, and had, moreover, a wave of immigration which left an impression along the shores of the Atlantic. Chile is the only Pacific country to be so affected, as I found out in the south of that Republic, where the Germans are. Therefore, after I have given you my interpretation of local conditions in Chile since my last letter was written, I shall try to sum up the west coast before I go on beyond here.

The thing I needed most after landing at Valparaiso was some money. Coming down from La Paz, and so long as I was in Arica, my gold sovereigns and a banker's check were all sufficient; but as I had quite a campaign before me, I knew it was best to apply at once for a draft on my letter of credit. Valparaiso has many banks, and a letter of credit is easily recognized by them.

Chile has two kinds of pesos, those used for financial transactions on a gold basis and the ordinary currency in which all commercial transactions are reckoned on a paper basis. There is in reality no use made of the gold peso (although I believe that such are actually coined), which is on an invariable value of \$0.365. All payments at the bank are made in terms of the paper peso, which can be estimated for hurried calculation at about the value of 20 cents United States gold. The first draft I made was for £30, and gave me in paper 715.50 pesos: reckoning a sovereign as worth \$4.86, this value of each paper peso was very close to the 20 cents. The bank's quotation was thus: @10 1/16, which means a peso had an exchange value at the rate of 10 $\frac{1}{16}$ pence. I advise every traveler to become acquainted with this style of quotation—in pence. The newspapers in their financial or commercial columns give regular quotations of exchange, and all of the banks, together with some of the important business houses, display in a conspicuous place a blackboard with the



ALAMEDA, SANTIAGO, CHILE.

This beautiful avenue received its name from a row of fine poplars that once lined it, but recent improvements have changed its aspect somewhat. The roadway is quite broad, and is a fashionable drive and promenade. Many of the best buildings of the capital are built along the sides.

quotation upon it. By keeping track of the quotation of the peso the understanding of any commercial transaction becomes much easier. Although in times past the peso in Chile has fluctuated rather violently, so I am told, at the present day its exchange is held quite steadily around the above figure.

My first impression of Valparaiso was of astonishment. It seems like a new city. And, moreover, my preconceptions of the place, founded upon my earlier readings, which had pictured it to me through my Latin eyes, were not upheld. Valparaiso, essentially Chilean as it surely is, was nevertheless, as I first saw it, by no means simply Latin American. It had a distinctly cosmopolitan aspect and atmosphere. It is what the Germans call a "Welthafen" in every sense of the word.

I am always amused when my preconceptions are so jarred, and I search my mind to discover, if I can, the reason for it. In this case I suddenly came across the explanation as I was riding on the top of a tram (trolley car) going out to that part of the city which suffered most from the earthquake of 1906, and which therefore has been most restored by the enterprise of the local municipality and by the support of the nation as a whole. "Your entire Latin-American experience," I said to myself, "has hitherto been in the Tropics. All of Mexico and Central America and the islands of the West Indies are tropical, and you have become too accustomed to the tropical idea of Latin America. You'll make a fool of yourself if you don't get into your head at once the feeling that Valparaiso is in the Temperate Zone. Why, man, the place is on the same latitude as Charleston or Los Angeles, and here you have been thoughtlessly imagining for Chile characteristics as you know them in Panama. Stop it, and interpret facts as they are."

This is good advice to all travelers, whether they come to South America for pleasure or business. One's attitude of mind must be kept unprejudiced, or unfortunate mistakes will be made. The busy cosmopolitanism of Valparaiso, however, soon becomes the feature that dominates everything else in studying the town. I myself spent hours and hours riding about the city or going up the hills to get a proper glimpse of the harbor; and probably even more hours in walking from one end of it to the other, so that I might be able to sense the activities and the habits of the people. Not until I had acquired a reasonable familiarity with Valparaiso in particular, and in this way of course with Chile in general, did I feel competent to approach those whom I hoped to make my customers.

Valparaiso buys and sells almost all there is to sell or to buy. I do not believe that I would except even snowplows. My knowledge of the entire commercial world may not be big enough to make me an authority on the matter, but I would not hesitate to bet on that

statement, Mr. Editor. Chile needs much of what is used in the Tropics over her northern areas; she needs much of what is used in cold countries over her southern territories and Tierra del Fuego; and of course she consumes everything needed in the Temperate Zone, because there the bulk of her population lives. Valparaiso keeps a finger on the pulse of the demands of consumers throughout this diversified region, and loses no chance to supply what may be wanted. Yes, indeed; the man who knows how, can sell practically everything in Valparaiso or in some part of Chile.

I do not mean to declare that all sales can be made in large quantities. That is a matter which can be determined only by the experience of each individual, and whether the field is large enough to warrant the expense of the trip down here. I do know, however, that the purchasing power of this stretch of South America is far beyond my expectations, and that I am satisfied that Yankee-made goods have here as fair a chance as may be found in any part of the world. It needs push, persistence, and patience to make them accepted, however. They are not the only goods, manufactured or otherwise, offered in this attractive market.

Let no one rest under the delusion that he will have no competition to meet in Latin America. There is hardly a manufacturing country on earth which does not look with longing eyes upon South America. In the shop windows of Valparaiso I have seen English, German, French, Swiss, Austrian, Spanish, Italian, and Japanese wares exposed for sale. I do not doubt but that, had I looked more carefully, I should have found articles from Norway and Sweden, from Russia, Greece, Africa, China, and the East Indies. There are strong resident representatives of foreign houses in Valparaiso, and a substantial business is done by them, both in filling and in taking orders. They have close association with the banks, and they understand the routine of commercial matters here in a way to make the beginner, like myself, pause to admire their establishments and to inspire him with a firmer faith in the future of this west coast.

A few days ago I happened to read an article in one of my home papers on the lack of aggressiveness of the North American merchant, as compared with the methods stated to be characteristic of Europeans. This might have worried me here in a territory new to me, if I had not just finished reading a somewhat similar article in an English report complaining of exactly the same inertia on the part of my British cousins. I can not convince myself, Mr. Editor, that either complaint is thoroughly well founded. British manufacturers have had this field for scores of years. They have their clientele, and have developed it over three or four generations back. The English have large interests in the countries: they invest money here, and they buy quantities of natural products for consumption



CALLE DE ESTADO, SANTIAGO.

The English translation of the name would be State Street, and it is one of the busiest thoroughfares in the capital. It runs from the "Alameda" to the principal square—"Plaza de Armas"—and is lined with retail stores in which can be found all the necessities and luxuries of the largest cities.

at home. They keep traveling men on the road, and they study the markets with a keen eye. For a week now I have been chummy with a nice Englishman who is making a tremendously long trip over Latin America (his firm sells high-grade machinery) and he is as modern a fellow as I wish to know. And there are plenty of others of his class all over the world. If, however, fault is found with them because they do not adopt the methods of the aggressive Yankee salesmen, it is not aptly applied. I am more afraid of the English competition, so long as he remains an Englishman, than I would be were he to try to be something else—a German or a Yankee, for instance.

Now, the same judgment on the style of my own countrymen can find the same application. He must remain a Yankee, retaining the best qualities that have made his salesmanship respected elsewhere, but he should learn to soften some of his mannerisms so as the better to understand and to be understood by the people with whom he hopes to do business. If he learns a trick by which his honest competitor profits, if he finds that by changing his style—as, for instance, by extended credits or by modifying his goods to meet local requirements—he more easily reaches those he hopes to interest in his goods, then let him by all means drop some of his provincialism. But for Heaven's sake he must not cease to be a Yankee. He can no more be a Britisher than can the Britisher be an American. The fault lies not in the methods adopted—and nobody can teach the salesman from "The States" how to sell goods—but in the man selected to sell these goods in a foreign market. This first step is the all-important one, believe me. The man can develop the method, but never can the method make the man.

Perhaps I have overstepped my license, Mr. Editor, in speaking right out like this, but it is what lies nearest my heart. I want to see our commerce extended in South America; I want to have the world better acquainted with the splendid products of our Yankee brains—and I am, in my own small way, helping in this direction—but I can not resist the temptation to contravert a criticism that has of late been too freely uttered. This market is already vast. It is growing steadily. It will be greater as commerce makes use of the Panama Canal. But we shall never gain a permanent foothold in it by weakly and slavishly trying to pattern after the methods of others. Of course, we can learn from the good example and experiences of those who have been longer at the game, but we must be Yankee in the best sense of the word, through and through.

From Valparaiso to Santiago is a journey of nearly 120 miles, and is made by express trains in four hours, by accommodation trains in about six hours, and by a night train with a sleeper in seven hours. The stranger who wants to see the intervening country

should take the slow train, for it goes during the best part of the day and carries the most interesting lot of passengers. From the car windows there are some lovely views on the way, and then one has the pleasure of a leisurely pause at the junction of Llai-llai, where the line begins which goes over the Andes to Argentina. There is talk of an electric railway to connect Santiago and Valparaiso, and this seems a practical proposition, but I shall never regret having traveled over this long-established route between the nation's capital and its principal seaport.

Santiago is in its way quite as absorbing for the commercial traveler as is Valparaiso. In fact, from this present experience of mine, I should advise that the two be kept closely associated. It might be well to come first to Santiago, after only a day or so in the port, and thus to return occasionally to Valparaiso, after studying conditions in the capital. Most of the large commercial houses have representatives in both places, and their business may have much in common. This must always be borne in mind, so that no hesitancy should be felt in going back and forth between the two if there promises to be any gain thereby. Railway fare is cheap in Chile anyhow, so that the item of expense need be of small importance.

All southern Chile is accessible through and from Santiago. Distances are not very great—the trip to Valdivia is a matter of only 24 hours—and I discovered that I could take a sleeper when I returned from any trip, thus avoiding the necessity of going over the same ground twice in the daytime. I found that at least three points were very well worth my while in this southern country, and these were Talcahuano, with Concepcion (which are almost the same thing), Valdivia, and Puerto Montt. They represent three centers of commercial activity, and without knowing them the traveler has failed to estimate the market Chile may offer him. Talcahuano is a little over 12 hours from Santiago, and Valdivia about the same distance farther on; Puerto Montt is only a few hours from Valdivia. All three are on salt water (Valdivia through its port of Corral), and therefore receive by direct shipments much of their imports from abroad. Nevertheless, they should be visited, because they do not always order directly through importing or exporting houses, and even if that is their custom, it is no reason why an effort should not be made to interest their importers in our products.

There are, of course, within this wonderful central valley of Chile numerous other cities and towns which deserve study, and which in the long run ought to be visited, but those I have mentioned will suffice for the first trip. No man can pretend to exhaust this territory during three or four weeks of effort. He must be satisfied to learn the ground, to get a line on what the market is and what direction the consumption of the general public appears to take. This



GENERAL VIEW OF CONSTITUCION, CHILE.

The city of Constitución, in the Province of Maule, lies near the mouth of the River Maule, up which vessels of moderate tonnage can pass to the water front. It is in the center of a well-developed agricultural district, and does a thriving trade of both exports and imports.

is an agricultural country, with a population largely of country folk, some descended from the ancient Indian stock, but toward the south a good foundation of Germans. There is also quite a noticeable amount of manufacturing for local demands such as a local industry can best meet, and therefore the market is diversified enough to stimulate the activity of any man with an article of which he is proud to sell.

I might keep on with many more suggestions about Chile, but I think that this is a good place to present a résumé of my impressions of the west coast, and they are based on pretty extensive experience, not mine alone but that of several travelers with whom I have exchanged gossip on the road.

There is an air of expectancy over this entire region, due to the approaching influences of the Panama Canal. No one can foresee with exactness just what is going to happen, yet everyone knows for a certainty that changes will take place when that new waterway is opened to commerce. This problem of the future is affecting business, and modifies all plans for future action. I know that after I had become acquainted with wide-awake persons in every city I visited the question most asked of me was, "When will the canal be opened?" and "What is going to be the result of the radical change of commercial routes brought about by the canal?" Back home in "the States" newspapers and magazines are full of discussion of these matters. Speculation and fact crowd each other in almost every publication, and all agree that a commercial revolution is bound to happen. But the west coast of South America is one of the great areas toward which this new commerce will be directed, and here on the spot it is very easy to understand why this feeling of expectancy is so deep seated.

I can not pretend, Mr. Editor, to give you anything like a summary of the opinions I have heard expressed by both natives and foreigners of the probable consequences of the canal on this west coast. In fact, opinions are less to the point, as far as my own work is concerned, than recognition of the existence of this hopefulness for the future. Only a very few skeptics and conservatives doubt the ultimate good that must come from the canal, the almost unanimous conviction being that within a reasonably short period after the canal gets going all Andean South America, from the Isthmus to the Strait of Magellan, will profit permanently therefrom. I had this deeply impressed on me. I may have had an inkling of it when I left home, but I needed actual contact with the peoples and the markets here to make this impression one of the strongest of my trip. Looking back, I can see that that is the reason I am here—to study the field in anticipation of the opening of the canal.

For that reason, too, others should be doing likewise. Yankee salesmen are seen more frequently to-day than was the case six years



THE WATER FRONT AT TALCAHUANO, CHILE.

Talcahuano is the largest port of the Province of Concepcion, and lies on a bay of the Pacific Ocean of the same name. It is both a military and a commercial port, and has a Government dry dock. Its shipping is of considerable importance, as it carries the commerce of Concepcion, the capital of the Province. The port is being constantly improved.

ago. I have met several, and the majority of them are fellows I can respect and admire. But there ought to be more of them. They should get acquainted with the opportunities in South America; they should acquire detailed knowledge of trade and other conditions here; they must lay their plans for fixed, permanent, and confident relations with the merchants of these countries. Now is the time to do it. When and where everyone is expectant, then and there is the time and place for personal action. Without the exact knowledge gained in a personal way, no progress in foreign trade can be expected, and if we are not so represented on the ground before the canal opens, we shall be years behind the rest of the world after the new trade routes are established. Certainly South America is not going to wait for us to laze along in getting ready to do a thing that others are eager to do right away. That would be *mañana* with a vengeance.

But South America is not the country for the little man in any sense of the word. Things are big here. The country is big; business is big; ambition and execution are equally big. What is done, what is projected, is on a big scale. The manufacturer of limited output can not, therefore, look upon this market as accessible to him. I do not mean that there is no demand for little things, or that retail sales are unprofitable; but that taking into consideration the cost of going after the business, the way it is conducted here, the credit system, and the distance from the place of production, there is no room for profits unless the account of orders runs high into the thousands.

Take the matter of expense, for instance. I spent a week going to Panama; 3 days, say, on the Isthmus; 4 days to Guayaquil; 2 weeks (and not time enough) in Ecuador; a month in Peru; 3 weeks in Bolivia; a month in Chile; and here I am, not half way around the continent, after 15 weeks of travel. Even then I left out much that I should have liked to visit, and could only check them out for another trip. I might have shortened the time to 12 weeks by jumping from one capital to the other, but this would have been at the risk of my health and surely of my business. On the other hand, I feel that I would have gained by prolonging my stay in some places even beyond the allotment just given. Much of this time was taken in traveling, to be sure, but no miracle of mine could have saved one moment either on sea or on land.

This travel by steamer and railway, however, has its compensations. I utilize the leisure it affords to keep my accounts straight and to plan ahead. The enforced semi-idleness of the journey is restful for me, I confess, for I should be tired out too soon if I kept going from day to day with no intermission whatever. I find that nowadays in South America there are very few places off the railway, and that my saddle rides of the old days in Central America are not to be repeated here.



CORRAL, CHILE.

Corral is the seaport of Valdivia, which lies about 12 miles above the mouth of the Valdivia River. Corral is picturesque, and has a history; it is also the location of the "Altos Hornos," large blast furnaces in which much ore is handled. Valdivia is growing rapidly, and is the center of much of the commerce of the southern part of the Republic.

Even there the railway is rapidly sidetracking the patient mule and the oxcart, although several goodly sized cities still remain for this leisurely means of locomotion. But such places are still fewer in South America (so far as I have been), and he who goes over the ground for the first time will find that he has his hands full without any detours (desvios) off the railway. Travel is pleasant on most of the lines I have been over; the cars are comfortable, the scenery attractive, and the care of the passengers satisfactory. It is my opinion that the man who can not make himself comfortable in both steamer and train in what parts of South America I have seen had better stay at home, for he will unjustly find fault with other things.

As to the hotels on the west coast I can not speak with the same approval. They are, in a word, old fashioned. The cooking is good, as it always is in Latin America, whether the proprietor be Spanish, Italian, German, or French, and I have met all four. Only one of the many buildings in which I have stayed seemed designed for a hotel, however, and it has been necessary therefore to resort to makeshifts to meet the increasing requirements of the traveling public. I could always get a bath, nevertheless, and the mere creature comforts were never lacking; but the hotels are relatively cheerless, and I missed that club-like atmosphere which is usually noticeable in the better class of hotels in the Tropics.

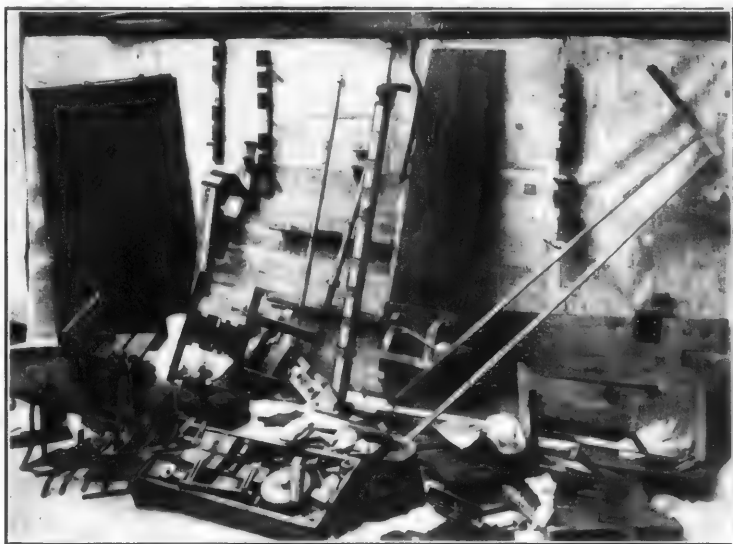
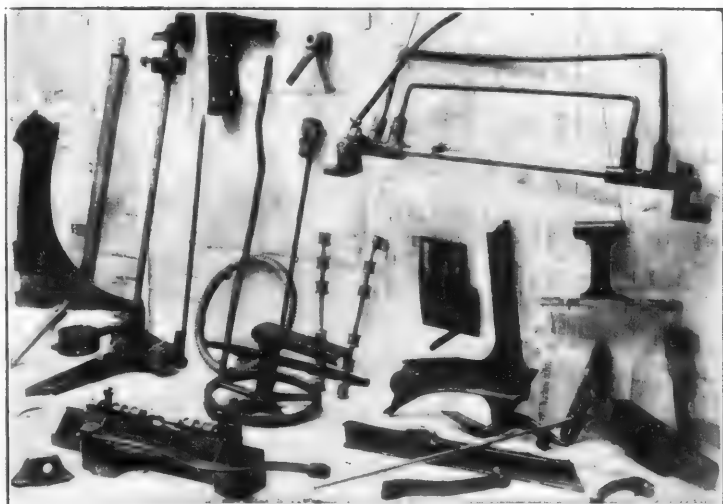
In the matter of expense I could not complain. Prices range from a rate of about \$2.50 (United States gold) a day up to \$4, and any higher charge will be only for the room or suite of rooms occupied. This includes the morning coffee and rolls, served in the room by the floor servant, for in rare cases only is the dining room (comedor) open for that purpose; the regular breakfast toward noon, which is a hearty meal and consumes at least half an hour in serving; and the dinner any time after 5 o'clock. In Chile I met the curious custom of charging extra for the morning coffee. Of course, the floor servant brings it just the same, but it goes onto the account as an addition to the rate charged for the day, and one ignorant of this practice may be confused by the disagreement between his estimate of his hotel bill and what he has to pay when the settlement comes. Yet in this very matter of hotels I caught the feeling of expectancy mentioned a few lines back. In every city I visited the gossip of the club revolved around the probability of a new hotel "when the canal was opened." It was a safe topic of conversation, for everybody was interested and nobody was hurt by a dispassionate statement that there was room for a new hotel. My experiences in various parts of the world was often asked, and I am sure that I never gave offense by saying that such an institution would be welcome, and should be one of the features of the city. Still, when all's said and done, I have come through these 15 weeks in perfect health, and that to me is the

best test of the treatment I received. I have dwelt on this point only to forestall any criticism that might be brought against the BULLETIN to the effect that it did not prepare the traveling man for what he should expect.

And now, Mr. Editor, I am going to allow myself the liberty of writing about a side trip I took from Puerto Montt, but which had nothing to do with my business affairs. I simply had a holiday's outing, to see and to enjoy the wonderful lake region which lies so close to that city in southern Chile. I took this trip altogether for the pleasure of it, yet I feel that the time was not lost, because it gave me a chance to know and to appreciate something in the country, and I am convinced that knowledge so gained gives me a ready means to establish a friendship with those I hope to interest in my goods. This is true of any and every part of Latin America. The more one learns of the country, its beauties, its history, its traditions, and its daily life, the better received will one be by the people of that country. I have always found it so. But this is also merely an argument in support of my indulgence in a holiday. I shall never regret having taken it, and I strongly advise others who may be in this part of South America to snatch the opportunity to see in its pristine glory one of the beauty spots of the world.

Puerto Montt is the southern terminus of the Central Railway of Chile, or what is sometimes called the Longitudinal system, which runs all the way to Iquique in the extreme north and will soon reach as far as Arica, a distance of about 2,000 miles. Below Puerto Montt lies the forest region, rich in certain natural resources, so I am told, but not yet opened much to settlement or business. Just 21 miles north of Puerto Montt is the small almost German village of Puerto Varas, on the shores of what is said to be the largest lake in South America, Lago Llanquihue. Varas is as pretty a little lakeside resort as I ever wish to see. It has many villas of the Swiss or south German type, several comfortable hotels, a pier running out into the water, and a swarm of boats of all kinds ready, during the season (say December to April), for service. Along the sandy shore are pleasant walks and drives, while the surrounding hills, heavily wooded where the rocks will permit a vegetable growth, offer many a pleasant excursion for sightseeing or adventure.

Lake Llanquihue is picturesque, like Lake Champlain, or Lake Geneva, in Wisconsin, or scores of lakes in our own north country. The water is clear and fresh, the shores are gently sloping, while here and there summer cottages peep out from between the trees, or will peep out when the lake becomes better known as a summer resort for all Chilenos who may prefer the interior places to the seashore. Yet it has one great advantage over any of the lakes in the United States, an advantage that can be rivaled only by those in Switzerland.



Photographs by C. F. Southwell, Lima, Peru. Courtesy of Peru Today.

PICTORIAL ILLUSTRATIONS OF BAD PACKING.

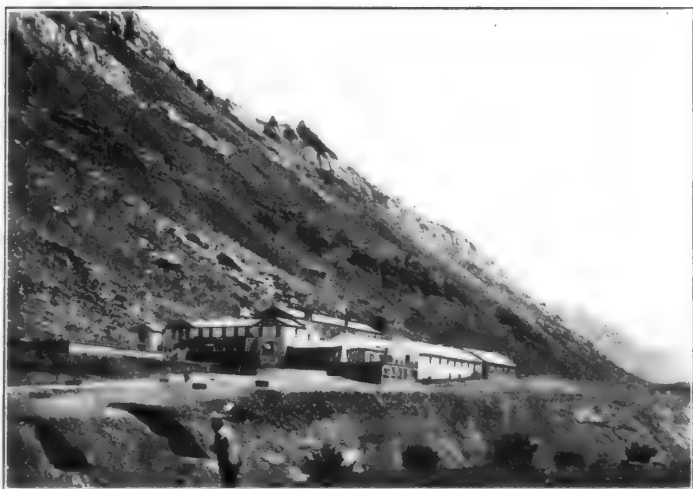
Occasionally one gets a chance to see fully exposed to view the consequences of faulty packing. In these two instances (fortunately it can be stated that the goods did not come from the United States) heavy machinery was shipped in frail boxes, hardly strong enough to hold light articles like hats or shoes. Whatever the accident was that broke the boxes, it is certain that the machines were smashed and rendered completely useless, much to the disappointment of the purchaser. It is an object lesson not to be forgotten.

I mean that across the water, stretching far to the north and south, are the white-peaked Cordilleras, and directly to the east is that wonderful volcanic cone, its head crowned by eternal snows, known by the name of Osorno.

Osorno, among all the beautiful mountains of the Chilean Andes, is the loveliest jewel. It stands alone, as if thus to give the spectator a still deeper appreciation of its beauty. From its summit this glistening white broadens out to about halfway down to its base. Where the line of vegetation meets the snow, there is a soft gray fringe, and then the color becomes an intenser green till it is merged into the woods and fields that take up the surrounding landscape. All this beauty is isolated. It forms a picture which the eye can take in alone and by itself as if cut out by the shutter of a camera. And then to cross the lake, a distance of about 30 miles, to the landing place of Ensenada is to find these absorbing impressions intensified a hundredfold. This quiet semi-German farming village nestles almost under Osorno, and one can feast upon the sight of the graceful mountain with never ending delight. Fujiyama, in Japan, Mount Rainier, in Washington, can be compared to Osorno, but I will not admit that they are more beautiful. The former has the more romantic associations; the latter means more to us who love our northern America; but with all my loyalty, I am willing to grant that neither of the two can surpass in beauty and natural fittings the gentle and yet imposing Osorno.

There are other snow-clad mountains (volcanoes, as they are called in this part of the world) near by. Tronador is well worth acquaintance; Punta Aguda a second, with lesser peaks to north and south. There are other lakes, too, within easy reach of Llanquihue, and I continued along the road, by horseback, skirting for two hours my fascinating Osorno till I reached Lago Esmeralda—or, as it is called in the geographies, Todos Santos—an equally charming body of water, but less known even to the tourist, and lacking the traces of habitation along its shores which makes Llanquihue seem less sequestered.

I should like to have gone farther, for I found out that there was a good steamboat service across the lake and a decent road through the forest where I might come out upon the divide and thus set my foot upon Argentine soil in the anciently known region of Patagonia, but I felt that I had come to the limit of my holiday. I was rested, and eager to get back again into the worry of my work, so I retraced my path, again on horseback, around Osorno to catch the steamer for the 30 miles to Varas. It was a delightful two days' flitting into the unknown. Counting two more days I gave to Lake Llanquihue, my outing had cost me only four days in all, and with an expense of \$25 (gold) at most. Don't you think it was worth the price?



HOTEL AND STATION IN THE ANDES.

Such a little station may be the place to alight for some quite important town in the interior. In many cases the real town is not visible, and in a thorough trip through any country it is well to get good information from those best posted before judging the business activity of a town from the size of its railway station.



MOUNT OSORNO, CHILE.

This beautiful symmetrical cone has a charm excelled by none of the snow-clad peaks of the entire Andean range. It can be compared with Mount Rainier in the United States or with Fusi-yama in Japan. It will become quite as famous when tourist travel is developed into the southern part of Chile.

If this letter of mine is read by anybody coming to Chile; if the traveler or tourist wishes to get off the beaten path, to catch a glimpse of what nature has to offer along these lower ranges of the southern Andes, let me give the advice to spend a day or better a week in this fascinating lake country of the Republic. It can never be regretted; it will add immensely to the true interpretation and appreciation of our neighbor who will soon be in closer touch with us; and when home again it will give something to talk about far different from the stale comparisons of city life, foreign customs, and national characteristics, so apt to be misunderstood by those who get but a hurried view from the hotel window. Nature is always nature, no matter where you find her. It makes us all more human to realize that we are on the same earth and only in different latitudes. I even advise business houses sending their own commercial travelers into new territories, to insist that such representatives spend some of their time and money in side trips just as I have done. Do not demand that that be always and forever on the business. In enjoying themselves they acquire capital for their conversation, and that is by no means a stock in trade to be ignored.

When the lakes of Chile—those so close to Puerto Montt and others within an easy distance from Valdivia—become better known, I predict an immense popularity for them. Tourists from the Republic itself, from the northern countries, and even from the United States will flock there. The climate during the dry season is so agreeable and healthy, the waters so attractive and the scenery so beautiful, that the region will rival the English or Scotch lakes, and even those of Switzerland, in their varied attractions. They tell me that Argentina also, on the eastern slope of the divide, has equally beautiful sheets of water, deep, green valleys, and scenery similar to what I have attempted to tell about; but that will make the trip all the more charming, because as travel increases so will the facilities be increased, and it will therefore be a matter of easy arrangement to pass from one side of the Cordillera to the other and to see both Chile and Argentina on the same tour.

Now, Mr. Editor, I suppose you are saying, as you read my fourth letter, "What the dickens has all this to do with a commercial traveler in South America." Let me reply that it has a great deal to do with the success or failure of such an individual. Many things I am leaving out, to be sure. I do not tell the time the trains leave, or what day to catch a steamer. I do not tell what is my own line of goods nor what class of customers I interview. I say little about bad packing, less about money matters, and nothing at all about credits, ratings, or the collection of accounts. These are all subjects discussed in consular reports, in the information given by chambers of commerce, or even in your own useful volume on the

Pan American Commercial Conference. It would indeed be dreary reading if I reiterated the advice that has long been dinned into the ears of manufacturers and travelers, and which should be in the library of every man seeking foreign trade.

No, Mr. Editor; there is a human as well as a dry, document side to the knowledge about South America. I can only attempt to help those who may follow me by a touch here and there to show that this human side has its importance, and may be the determining



A SUBSTANTIAL BUSINESS HOUSE IN LATIN AMERICA.

In the large cities like Lima, Santiago, and La Paz many of the warehouses and stores are of two floors and are generally large in capacity. In smaller places the one-story edifice is more common and seems to serve its purpose better. The mistake should never be made, however, to assume that a knowledge of the interior can be obtained from the simple exterior. Many such buildings as this hold quantities of the best and most modern goods, selected for the consuming public in the neighborhood, and it is always worth while to study the character of the goods displayed in order to learn more intimately what is the taste and demand of the people.

factor in the scale toward failure or success. If anyone doubts the sense of my advice, let him come and try it, to be convinced.

But the kindly postmaster just tells me that if I want to catch the next steamer with a direct mail to New York I have only 15 minutes in which to finish this letter, and I note that my space seems already full. I do not know exactly what I have written, and I have not time to revise the sheets. Please forgive me if I furnish bad copy—I will try to do better next time—but do not scold me for the things I have left undone. What I have said will find root in some good soil, I hope, and turn out not to your discredit.

VIAJERO.

NOTABLE PAN AMERICAN CONGRESSES

ELSEWHERE in this issue of the Bulletin mention has been made of various congresses of international importance which will assemble during the closing months of the present year. Of these gatherings three are distinctly Pan American in scope and character and will be attended by representative delegates from the 21 independent Republics of the Western Hemisphere.

From the standpoint of international relations and better understanding it is but natural that the Fifth International Conference of the American Republics which will be held at Santiago, Chile, in November, 1914, should occupy a place of first importance. These gatherings have already met four times since their inauguration in 1889 by the then Secretary of State of the United States, James G. Blaine, and have been responsible for the development among the American nations of a desire to become better acquainted, to have closer and more intimate associations, to effect a broader social, intellectual, and commercial exchange, and thus to bring about a Pan American spirit of influence and prestige.

It was, moreover, the first of these conferences, held at Washington, in 1889, that resulted in the establishment of the International Bureau of American Republics, now known as the Pan American Union. The benefits resulting from this organization have been sufficiently great to merit a broadening of its scope by succeeding congresses.

The feeling of cordiality and sympathy which the first Pan American conference developed among the delegates and their respective countries made it the opinion of all those Governments that such conferences should be held periodically. Accordingly, the second of these congresses was called together at Mexico City in 1901-2, and four years later Rio de Janeiro was the scene of the third. In 1910 the fourth Pan American Conferences met at Buenos Aires and there the labors of the previous sessions to advance the cause of international arbitration and universal peace received fresh impetus and further advancement.

Furthermore, the coming together at these meetings of the notable delegates from each of the countries, men of high statesmanship, of skillful diplomacy, and of broad visions, has had a tremendous effect in welding together the bonds of peace and friendship among the nations represented. Meeting on a basis of strict equality, smaller and larger nations alike, the delegates calmly considered and discussed

matters of common interest. With each successive gathering the Pan American Union has received new encouragement and greater strength. Its work and field of influence have been enlarged and its importance has been fittingly recognized.

The gathering at Santiago will be especially noteworthy for many reasons. First of all the progress which has been made in the four earlier conferences will facilitate the work of the fifth; the experiences gained at the former meetings will count for much in the discussions of this year; the results should, therefore, be far-reaching in their effects and significance. Secondly, as a special recognition of the importance with which these conferences are regarded by the United States Government, Secretary of State Bryan has accepted the invitation of the Chilean Government to attend. This invitation was also openly extended by Señor Don Eduardo Suárez, the Minister of Chile, at the meeting of the Governing Board of the Pan American Union, on March 4, in the following terms:

I have the pleasure to inform my colleagues that, in accordance with express instructions received from my Government, I have had the honor to convey to His Excellency the Secretary of State, as the Chairman of the Governing Board of the Pan American Union, a special invitation to be present in Chile on the occasion of the meeting of the Fifth International Pan American Conference. In conveying that invitation to His Excellency, I added that my Government considers that the presence of His Excellency in Chile on that opportunity, he virtually being the highest expression of Panamericanism, would intensely contribute to the prestige and the splendor of the conference, and invigorate the sentiments of American confraternity that inspire the gathering. In the like manner, and notwithstanding His Excellency not being a formal member of the conference, His Excellency could cooperate with my Government to the greatest success of its deliberations. It has been for me a great honor to receive the acceptance of the Secretary of State, and it seems to me that this information is of some interest for the other Governments, and that is the reason why I have given it.

The program of the conference will include the consideration of a number of interesting topics. Among them are:

Consideration of the application in each country of the conventions and resolutions of the Fourth Pan American Conference; results accomplished by the Congress of Jurists which met in Rio de Janeiro with respect to the codification of International Law; definite organization of the Bureau of American Republics; solemnization of the opening of the Panama Canal; measures designed to prevent the propagation of diseases; possibility of signing conventions based on the resolutions adopted by the International Sanitary Conferences of the American Republics; analysis and consideration of the conventions and resolutions adopted by the former conferences; cooperation of the Governments in the construction of the Pan American Railway; interchange of university professors and students; adoption of measures for the repression of anarchism in the countries of the Pan American Union; declaration as a principle of American policy, that aliens do not enjoy other civil rights nor other recourses than those guaranteed by the constitution and laws of each country to the citizens thereof.

Another congress of particular importance to medical and scientific students in the American Republics will be the Sixth International

Sanitary Conference. This will meet in Montevideo, Uruguay, December 13-21, 1914, and will be the medium of bringing together an array of prominent scientists and investigators interested in the promotion of the highest standards of sanitation and hygiene for the Western Hemisphere.

The good health conditions in the majority of the countries of North and South America, together with the continual improvement in sanitary matters, especially in coastal towns and harbor fronts, demonstrate the practical value of these scientific meetings. At the last conference, the fifth, held at Santiago, Chile, November 5-11, 1911, no less than 18 of the 21 countries were ably represented, a number of them sending 3 or more delegates.

The First International Sanitary Conference was called together at Washington, D. C., December 2-4, 1902. Eleven of the Pan American countries sent delegates. The organization of this particular conference was new and its usefulness uncertain. But this doubt was dispelled in the early sessions, and the salutary influence promised by these meetings brought together more countries and more delegates to the second conference, also held at Washington, D. C., October 9-14, 1905. The continued appreciation of the importance and even necessity for sanitary developments was manifest by the wide range of subjects considered at the third conference at Mexico City, Mexico, December 2-7, 1907, by the eminent physicians and surgeons present. San José, Costa Rica, was the seat of the fourth sanitary meeting from December 25, 1909, to January 3, 1910, and paved the way for the large representation and attendance of the fifth conference at Santiago, Chile, referred to above.

The other Pan American conference, similar in organization to those already described, is the Fourth International Congress of American Students. These gatherings which originated in South America in 1908 have been held biennially ever since and are anticipated with much eagerness and pleasure by the student bodies of America. Because the previous congresses have all been held in South America the distance from the United States has prevented as large a representation from this country as would have otherwise been the case. But distance is no longer a barrier to the development of friendly relations and international intercourse. The wholesome interest everywhere evident in our sister republics to the south makes this distance an added charm and quickens the desire to visit and see these countries and mingle freely and intimately with its peoples.

From the numerous inquiries which have come to the Pan American Union requesting information and details of this Fourth Student Congress at Santiago, Chile, probably in September, it may safely be stated that never before has there been such a widespread and genuine interest in such a gathering. Colleges and universities are bestirring themselves and selecting delegates to constitute the representation

from the United States. A dignified and representative group of students is the desire of those interested in the success of the gathering. From the universities of the Latin American countries, from Mexico south to Argentina and Chile, there will be sent the promising youth of those institutions. Judging from the caliber of the splendid delegates who came from those countries to the Eighth International Congress of Students at Ithaca during the past summer the success, practical, educational, and social, of this fourth gathering should equal its predecessors held at Montevideo, Uruguay, in 1908: at Buenos Aires, Argentina, in 1910: and at Lima, Peru, in 1912.

SIXTH INTERNATIONAL SANITARY CONFERENCE

IN accordance with the resolution adopted at the Fifth International Sanitary Conference, held in the city of Santiago, Chile, from November 5 to 11, 1911, the date, December 13-21, 1914, has been fixed for the assembling of the Sixth International Sanitary Conference in the city of Montevideo, Uruguay.

The following official correspondence in regard to the call and the provisional program of the conference is printed in the interest of the conference:

INTERNATIONAL SANITARY BUREAU,
Washington, D. C., March 7, 1914.

HON. JOHN BARRETT.

Director General Pan American Union, Washington, D. C.

SIR: In accordance with a resolution adopted at the Fifth International Sanitary Conference held at Santiago, Chile, and with the approval of the International Sanitary Bureau, I am inclosing the call for the meeting of the Sixth International Sanitary Conference. A copy of the provisional program for this conference is also forwarded.

I request that, in conformity with the provisions of paragraph 7 of the resolutions relating to sanitary police, adopted at the Second International Conference of American States, you take the necessary steps to bring this call and the provisional program to the attention of the governments concerned.

Respectfully,

RUPERT BLUE,
Provisional Chairman International Sanitary Bureau.

SIXTH INTERNATIONAL SANITARY CONFERENCE OF THE AMERICAN REPUBLICS, TO BE
HELD IN MONTEVIDEO, URUGUAY, DECEMBER 13-21, 1914.

INTERNATIONAL SANITARY BUREAU OF THE AMERICAN REPUBLICS,
Washington, D. C., March 7, 1914.

In compliance with the resolution adopted at the Fifth International Sanitary Conference, the Sixth International Sanitary Conference of the American Republics will be held in Montevideo, Uruguay, December 13-21, 1914, under the presidency of Dr. E. Fernández Espiro and the auspices of the Government of Uruguay.



Photograph by Harris Ewing.

THE AMERICAN-BRITISH CLAIMS ARBITRATION TRIBUNAL.

In the center is the president of the commission, M. Henri Fromageot, of Paris; on his right the British member, Right Hon. Sir Charles Fitzpatrick; on his left the United States member, Hon. Chandler P. Anderson. In connection with the one hundredth anniversary of peace between the United States and Great Britain it is fitting to mention one of the American-British commissions now sitting in Washington. At its head is M. Fromageot, advocate in the Court of Appeals of Paris; assistant juriconsult in the French Ministry of Foreign Affairs; counselor of international law, navy department; delegate to Hague Peace Conference, 1907; and representative of France on various arbitration tribunals. Sir Charles Fitzpatrick, Privy Councillor, was at one time Crown prosecutor for the City and District of Quebec; Solicitor General; Minister of Justice; Chief Justice of Canada; member of Hague Tribunal of Arbitration, 1908-1910; and representative of England on other commissions. Hon. Chandler P. Anderson served as United States and British Secretary of the Behring Sea Claims Commission, 1896-7; secretary for United States of Joint High Commission with Great Britain for settlement of Canadian questions, 1898-9; special counsel for the Department of State, 1905-1909, 1909-10; counselor for the Department of State, 1910-1913; United States representative on other arbitration commissions, and one of the founders of the American Society of International Law.

A number of important sanitary subjects will be discussed at this conference, and it is expected that all the nations interested will be duly represented.

Provisional program for the Sixth International Sanitary Conference of the American Republics, to be held at Montevideo, Uruguay, December 13-21, 1914.

1. Review of sanitary legislation enacted in the different countries since the fifth conference.
2. Report of progress made in adopting the resolutions agreed to in preceding conferences.
3. Reports on morbidity and mortality statistics subsequent to the last conference.
4. Recent developments in the campaign against plague, yellow fever, leprosy, trachoma, malaria, hookworm disease, tuberculosis, and venereal diseases.
5. Measures adopted to combat the prevalence of cerebro-spinal meningitis, and acute anterior poliomyelitis.
6. Progress made in maritime sanitation since the last conference, especially with reference to the opening of the Panama Canal.
7. Data relating to the work of the sanitary information bureau of Montevideo.¹

NOTE.—With the approval of the program committee, additional papers may be presented by any delegation on sanitary or scientific subjects of general interest.

The reports by the various delegations shall be submitted in printed form to the secretary of the conference before the beginning of the sessions and will be accompanied by a short résumé.

ONE HUNDREDTH ANNI- VERSARY OF PEACE

ELABORATE and ambitious are the plans for celebrating the one hundredth anniversary of peace among English-speaking peoples, an era of good will dating from the signing of the Treaty of Ghent, December 24, 1814. While England is engaged in preparations for observing this event throughout her domains, there is a corresponding activity in the United States for a similar commemoration. Although merely preliminary reports are available for this celebration, yet a glance at their scope and nature reveals an undertaking of surprising magnitude.

The central organization of this movement in the United States is vested in the American committee, whose headquarters are at 50 Church Street, New York City. Closely cooperating with it in developing a systematic series of celebrations are a number of sub-committees, including a committee on international celebration, a committee on national celebration, committee on official celebrations by the States, and a committee on local celebration. The necessity for such a division of organization is at once apparent when it is remembered that the commemorative exercises and festivities are to

¹ This subject will be treated by the delegation of Uruguay.



ST. GAUDENS' STATUE OF ABRAHAM LINCOLN. LINCOLN PARK, CHICAGO.

One of the features of the one hundredth anniversary celebration of Anglo-American peace will be the presentation of a replica of this famous bronze to the people of Great Britain by the American committee.

extend over a period of many months, and chainlike in character, will have links in over 85 cities and towns of the United States. East and West, North and South will join in fitting observance of this period of peace, while similar demonstrations will be held in the Dominion of Canada and other British Possessions.

According to present plans, the preliminary celebrations will commence on Christmas eve, 1914, at which time just a century ago, the Treaty of Ghent was signed. On that sacred evening services of praise and thanksgiving will be held in commemoration of this happy event in the churches of Washington, as well as in the churches of



SULGRAVE MANOR, THE ANCIENT WASHINGTON HOMESTEAD, NORTHAMPTON-SHIRE, ENGLAND.

A courtesy on the part of the British committee during the peace celebration will be the dedication of the ancient home of the Washingtons as a permanent memorial. It will be purchased with funds contributed in Great Britain, and the manor will be turned over as a gift to the American people.

other cities in the United States, Canada, and Great Britain. Universal church observance on the Sunday nearest to February 17, 1915, is again planned, the 17th and 18th of February, 1815, being the dates on which the Ghent Treaty was ratified and proclaimed. As part of these celebrations, moreover, patriotic exercises will be arranged in the capitol buildings of the various States, as far as practical, on February 17 and 18, 1915.

The formal celebrations, however, are scheduled to begin at Washington, D. C., on April 28, 1915, and to extend over an entire week. Patriotic festivals, public meetings, musical entertainments, electric illuminations, historical pageants, art exhibitions, are among

the features of the week's program. With the close of festivities at the Capital, the attention of the public will be directed to the next city in the chain. Thus, one after another, each city will appropriately celebrate the event in its own way, and this series will proceed northward until Ottawa, the capital of the Dominion of Canada, is reached. Here there will also be an extended period of observance.

The remaining cities in the United States will then again resume their participation in the American celebrations. One after another will play its part in the historic program and proceed westward until San Francisco is reached. The Panama-Pacific International Exposition will be in progress and with this fair as a setting, the first week in August will be devoted to ceremony and public exercises which will bring to a fitting and impressive close this international rejoicing over the 100 years of peace between the English-speaking peoples.

During the festivities numerous memorials of various kinds will be erected and courtesies exchanged between cities, States, and organizations. American and English cities or towns bearing the same names will exchange bronze tablets and panels. Monuments, milestones, and arches will be placed simultaneously at different points. But the most conspicuous exchange of courtesy will take place on February 12 and February 22, 1915. According to present plans, the American committee will present to the people of Great Britain, at London, a replica of St. Gaudens's statue of Abraham Lincoln at Chicago, and the British committee will return the courtesy by purchasing with English funds the ancestral estate of the Washingtons at Northamptonshire, England, and dedicating it as a permanent memorial.



PAN AMERICA IN THE MAGAZINES

The Mystery of the Yucatan Ruins, by Ellsworth Huntington, in the April number of Harper's Magazine, is an interesting study of the ancient civilization of this section of tropical America. The BULLETIN has heretofore published a series of profusely illustrated articles dealing with the remarkable ruins of such ancient cities as Quirigua, Chichen Itza, Uxmal, Copan, Mitla, Palenque, etc., so the subject is not new to its readers. Prof. Huntington, however, in the article under review gives but little space to the details of the remarkable masonry, sculpture, carvings, etc., to be found in any of these relics of ancient America. He deals rather with the broader aspect of the state of enlightenment, high culture, and wonderful energy of the race which had made such remarkable strides in human progress ages before the existence of a Western World had been dreamed of in the philosophy of the Eastern. A very old "New World" is this America of ours, and until more of our scientists and archæologists acquire the art of writing as entertainingly as does Prof. Huntington these interesting facts of pre-Columbian—we might also say prehistoric—America will remain hidden from the general reader in the dry tomes of science.

Among other ruins visited by the Professor in Yucatan was the one called Chaemultum, a splendid ruin hidden in the jungle. He writes:

I do not intend to describe this ruin, or the others still more wonderful that I saw during the next few days. One finds them everywhere in the jungle-covered portion of Yucatan, and a considerable number are located in the dense forest. Nowhere have I seen ruins which impressed me more strongly with a sense of the ability of the builders, not even in Greece. A colloquial remark inscribed in the visitors' book at Uxmal by a traveler from New York admirably sums up the impression they produce upon anyone of intelligence: "I think that after all we are not so smart."

The intricate patterns carved upon scores of temples and palaces vary most interestingly. At one extreme are massive geometrical designs made of rectangular stones jutting out from the face of lofty walls. Another type consists of numerous columns, some small and purely ornamental, and others large enough to form colonnades. A third type of adornment consists of huge stone serpents, strange forms of bird and beast, or distorted human heads set with great teeth. The culmination of the ancient Yucatecan art is reached in carefully modeled busts, like the two heads, lately exhumed, which stand side by side at Kabah. They are genuine portraits in spite of the crudity which impresses one at first sight. The plaited hair of these two men and the high tiaras are not particularly remarkable, although carefully executed, as can be seen in the photograph. The thing which rivets attention is the skillfully modeled features; the hooked noses, Jewish in outline, but with wider, more tropical nostrils; the curved lips, and the sparse, drooping mustaches. * * * From the statues I turned to our guide, a Maya Indian, and saw the same features repeated in

brown, living flesh. Our driver also had the same hooked nose, wide nostrils, and drooping mustache. The chief difference was in a lesser curvature of the mouth. So well did the old masters work a thousand, or, some say, ten thousand, years ago that although we know nothing of the origin or affinities of the race to which they belonged, we can at least affirm that in spite of mixture with foreign elements their blood still flows in Yucatan.

The originality, variety, and delicacy displayed in the carvings are not the only features which make us feel that "we are not so smart." The abundance, size, and solidity of the structures are no less remarkable. At Chichenitza, where within a radius of 25 miles on either side there are probably to-day not 5,000 people, there once was a vast city. Mr. E. H. Thompson, whose home has for years been directly among the ruins, says that the area of dense urban population was at least six miles square; that is, it comprised no less than 36 square miles, while beyond it lay extensive suburbs. Such a city, even if it had but two families to the acre, would have contained fully 230,000 people; whereas all Yucatan to-day has a population of only a little over 300,000. Chichenitza, however, by no means stands alone. Ninety-two ruins are known, according to Mr. Thompson, and many of them must have been towns of large size. Otherwise they could not possibly have possessed the wealth and surplus labor requisite for the construction of temples such as that of Labna, 375 feet long and three stories high. Yet Labna is only one of a score of notable ruins lying close together within 15 or 20 miles of Uxmal.

I dwell on these matters in order to emphasize the fact that the ancient Yucatecos were a civilized and prosperous race, blessed with a large amount of surplus wealth which they could use to support the architects, sculptors, painters, and engineers who superintended the building of the temples and evolved the myriads of ideas which were everywhere brought to fruition. There was also wealth to support the thousands upon thousands of workmen who quarried the rock, carried it to the buildings, hewed it to the exact dimensions demanded by the plans of the masters, or burned the lime with which an army of masons cemented the hewn stones. Elsewhere men were toiling to lay smooth, paved roads from town to town over the rocky, hilly plain; while others must have been building and repairing the innumerable cisterns or reservoirs which alone enabled a large population to dwell in this riverless, springless land of underground drainage. Still larger bodies of men must have been busily tilling the soil. To-day the Indian farmer rarely raises more than enough for his immediate needs, and his wife can not comprehend the value of grinding to-morrow's corn to-day or yesterday. The present hand-to-mouth methods can scarcely have prevailed in the past, for then there must have been a large surplus supply of food, which by barter or taxation was available as a store to support the nonagricultural artisans and laborers.

At what time these conditions prevailed no man can tell. Various authorities have ascribed to the ruins an age of from 1,000 to 11,000 years. These figures are based on data derived from calendar stones preserved in many places both in Yucatan and in neighboring regions, such as Mexico and Guatemala. The stones can be deciphered with considerable accuracy, and exact dates can be assigned to the construction of many buildings. The only trouble is that the dates belong to the various local eras of the different countries, and no one knows when a single one of the eras began. This ignorance affords an ample field for speculation. There are, however, strong reasons for believing that the ruins date back a long time before the coming of the Spaniards. Two of the strongest of these reasons are that when the Spaniards came to Yucatan, early in the sixteenth century, the Mayas, in the first place, were a slow, mild, unprogressive people utterly different from the wide-awake, progressive race which alone could have built the ruins; and in the second place they made no claim to any knowledge or even any tradition as to the origin of the wonderful structures among which they dwelt. Probably the present Mayas are the descendants of the builders of the

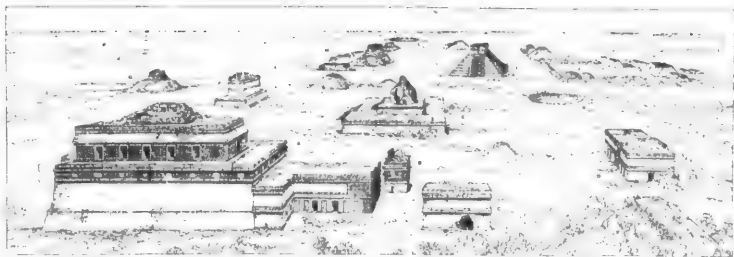


Photo by Holmes.

PANORAMA OF THE RUINS OF CHICHEN ITZA.



Photo from W. F. Young, Progreso, Mexico.

THE RUIN CALLED THE "CHURCH," CHICHEN ITZA.

Of the ruins of Chichen Itza it is said that the city must have occupied an area of 36 square miles, while beyond it lay extensive suburbs. (Prof. Ellsworth Huntington in Harper's Magazine for April, 1914.)

ruins, although perhaps largely mixed with other invading elements from the northwest—that is, from Mexico. * * * The modern Yucateco does not begin to have the energy and initiative of the modern Greek, but I believe it is no exaggeration to say that his predecessors were the equals of the Greeks or any other race so far as real achievement is concerned. I know that this is a sweeping statement, and I shall return to it later. Here it is enough to point out that the Greeks borrowed much of their culture from their neighbors; the Yucatecos, so far as we can learn, had no one from whom to borrow. The Greeks had at their command the accumulated store of knowledge and of tools from half a dozen great nations; the Yucatecos had only their own culture and their own crude tools to rely on. Each of these two nations was great because it was full of new ideas. We know the ideas of the Greeks not only from their ruins but from their books. Those of the Yucatecos are known only from their ruins, and yet those ruins show that in art, architecture, and the allied crafts brilliant ideas must have been numerous. * * *

Whatever may have been the date of the Yucatecan civilization, there can be no doubt of its greatness. The measurement of a nation's greatness is found by dividing its achievements by its opportunities. We Americans, according to our own opinion, have achieved great things, but in view of our opportunities it may be that we have been no more successful than the ancient Yucatecos. Let us attempt to sum up the achievements of that race. In the first place they developed a system of art and architecture which need not shrink from comparison with that of Egypt, Assyria, China, or any other nation prior to the rise of Greece. Secondly, they appear to have developed a system of roads which made communication much easier than it would be to-day except for the railroads. Then again they had a highly advanced system of water supply. In the days before the discovery of iron, deep wells could not be dug, and primitive people, as we have seen, could live nowhere except close to the deep caverns of the *cenotes*. Yet the main ruins have nothing to do with *cenotes*. They are often miles from them, and are located in places where the only modern water supply comes from wells 150 to 250 feet deep. Another evidence of high achievement is found in the size of the cities. People who could live in such vast numbers and could carry on such great public works must have had a highly organized and effective social and political system; otherwise chaos would have reigned. And finally these old Yucatecos were on the point of taking one of the most momentous steps in human progress. They had developed a genuine system of hieroglyphics and were beginning to evolve real writing—that is, the use of a definite character to represent a definite sound, instead of a character for each separate word—a step which the Chinese, able as they are, have never taken.

In a word, the ancient Yucatecos were brimful of new ideas; and in the last analysis ideas are the cause of human progress. It is possible, to be sure, that the seeds of some of these ideas, such as hieroglyphic writing, came originally from the Eastern Hemisphere. As to this we have no positive evidence, but one thing is sure: Even if certain ideas did come originally from other sources, they were completely assimilated and worked over into new forms in Yucatan. * * * At the most the people of Yucatan can not have borrowed from other nations a tithe as much as is borrowed by all modern nations, or even as was borrowed by the Greeks. If any race ever worked out its own salvation, it was the ancient Yucatecos.

A Hunter-Naturalist in the Brazilian Wilderness, by Theodore Roosevelt, in the April number of Scribner's Magazine, is the first of the series of articles which he is to contribute to that publication, descriptive of his journey into the wilderness regions of Paraguay, Argentina, and Brazil. In addition to his adventurous young son, Kermit, who has been employed in railway engineering in Brazil



SCENE ON THE PARAGUAYAN FRONTIER.

Colonel Roosevelt and his party made frequent stops at small towns along the banks of the Paraguay, and whenever the presence of the distinguished visitor became known a cordial welcome was extended and the community gathered from far and near to do him honor.



Courtesy of Scribner's Magazine.

MEMBERS OF MR. ROOSEVELT'S EXPEDITION.

From left to right, Anthony Fiala, George K. Cherie, Father Zahm, Theodore Roosevelt, Kermit Roosevelt, Frank Harper, Leo C. Miller.



Courtesy of Hon. H. W. Furniss.

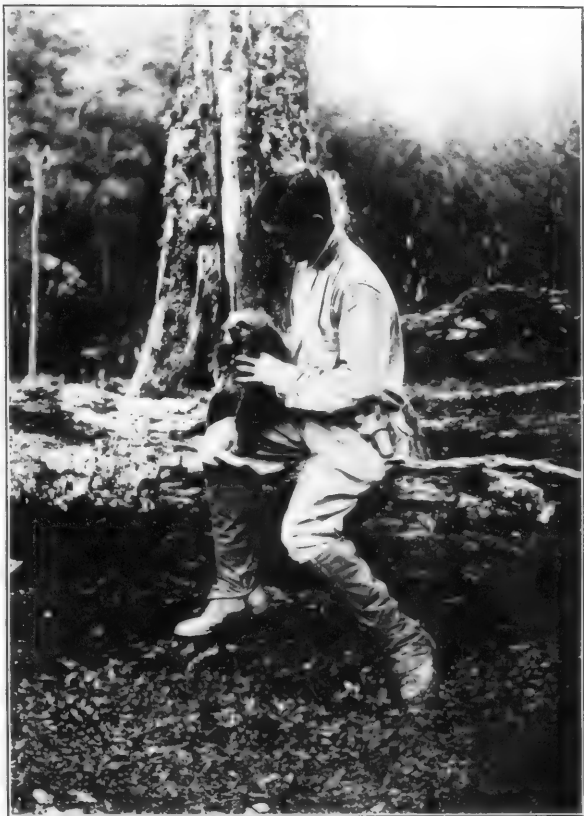
THE CARNIVOROUS PIRANHA.

In "A Hunter-Naturalist in the Brazilian Wilderness" Colonel Roosevelt writes of the ferocity of this species of fish: "I never witnessed an exhibition of such impotent, savage fury as was shown by the piranhas as they flapped on deck. When fresh from the water and thrown on the boards they uttered an extraordinary squealing sound. As they flapped about they bit with vicious eagerness at whatever presented itself. One of them flapped into a cloth and seized it with a bull-dog grip; another grasped one of its fellows; another snapped at a piece of

for some time, Col. Roosevelt's companions are notable and peculiarly fitted for such an expedition which, at this writing, has not yet returned to the regions of modern civilization. They are Father Zahm, a highly educated Catholic priest and extensive traveler from Washington, D. C., who combines the culture of the trained theologian with the learning of a scientist and the daring of an explorer, and who has heretofore made extensive journeys into South American wilds; George K. Cherrie, a field naturalist of many years' experience in tropical America; Leo C. Miller, the enthusiastic young naturalist whose valuable work in South America for the American Museum of Natural History has formed the subject of previous reviews in the MONTHLY BULLETIN; Anthony Fiela, a former Arctic explorer and veteran of the Spanish-American war; Frank Harper, the Colonel's secretary; and Jacob Sigg, ex-United States Army hospital nurse, cook, and general utility man and natural adventurer. After reaching Brazilian territory the party was augmented by Col. Rondon, of the Brazilian Army, who has the reputation of being the foremost explorer of the Brazilian hinterland, and several scientists and assistants who contributed their aid and experience at the instance of the Government of Brazil.

As a hunter and naturalist, describing the peculiarities and beauties of the wild life he sees, Col. Roosevelt is fully as interesting as when he writes as the sociologist and student of men. His vivid portrayal of the various birds and animals, his genuine enjoyment of primitive life, his appreciation of all that is lovely and poetic in nature, as shown in this unusual narrative, reveal another side of his versatile character. Even while busied with other matters and before beginning the journey up the Paraguay River, the naturalist in him took note of many things pertaining to the fauna and flora of the countries visited, as the following paragraphs relative to the bird life of Brazil and Argentina bear witness:

During the two months before starting from Asuncion, in Paraguay, for our journey into the interior, I was kept so busy that I had scant time to think of natural history. But in a strange land a man who cares for wild birds and wild beasts always sees and hears something that is new to him and interests him. In the dense tropical woods near Rio de Janeiro I heard in late October—springtime, near the southern tropic—the songs of many birds that I could not identify. But the most beautiful music was from a shy woodland thrush, somber-colored, which lived near the ground in the thick timber, but sang high among the branches. At a great distance we could hear the ringing, musical, bell-like note, long-drawn and of piercing sweetness, which occurs at intervals in the song; at first I thought this was the song, but when it was possible to approach the singer I found that these far-sounding notes were scattered through a continuous song of great melody. I never listened to one that impressed me more. In different places in Argentina I heard and saw the Argentine mockingbird, which is not very unlike our own, and is also a delightful and remarkable singer. But I never heard the wonderful white-banded mockingbird, which is said by Hudson, who knew well the birds of both South America and Europe, to be the song king of them all.



Courtesy of the American Museum Journal.

LEO E. MILLER, NATURALIST.

Mr. Miller was one of the two naturalists selected by Mr. Frank Chapman, of the American Museum of Natural History, of New York, to accompany Col. Roosevelt in his trip into Brazilian wilds. "Miller was a young man, born in Indiana, an enthusiastic naturalist with good literary as well as scientific training. He was at the time in the Guiana forests, and joined us at Barbados," writes Col. Roosevelt in *Scribner's Magazine* for April.

Most of the birds I thus noticed while hurriedly passing through the country were, of course, the conspicuous ones. The spurred lapwings, big, tame, boldly marked plover, were everywhere; they were very noisy and active and both inquisitive and daring, and they have a very curious dance custom. No man need look for them. They will look for him, and when they find him they will fairly yell their discovery to the universe. In the marshes of the lower Parana I saw flocks of scarlet-headed blackbirds on the tops of the reeds; the females were as strikingly colored as the males, and their jet-black bodies and brilliant red heads make it impossible for them to escape observation among their natural surroundings. On the plains to the west I saw flocks of the beautiful rose-breasted starlings; unlike the red-headed blackbirds, which seemed fairly to court attention, these starlings sought to escape observation by crouching on the ground so that their red breasts were hidden. There were yellow-shouldered blackbirds in wet places, and cow-buntings abounded. But the most conspicuous birds I saw were members of the family of tyrant flycatchers, of which our own kingbird is the most familiar example. This family is very numerously represented in Argentina, both in species and individuals. Some of the species are so striking, both in color and in habits, and in one case also in shape, as to attract the attention of even the unobservant. The least conspicuous, and nevertheless very conspicuous, among those that I saw was the *bientevido*, which is brown above, yellow beneath, with a boldly marked black and white head and a yellow crest. It is very noisy, is common in the neighborhood of houses, and builds a big domed nest. It is really a big, heavy kingbird, fiercer and more powerful than any northern kingbird. I saw them assail not only the big but the small hawks with fearlessness, driving them in headlong flight. * * * The scarlet tyrant I saw in the orchards and gardens. The male is a fascinating little bird, coal-black above, while its crested head and the body beneath are brilliant scarlet. He utters his rapid, low-voiced musical trill in the air, rising with fluttering wings to a height of a hundred feet, hovering while he sings, and then falling back to earth. The color of the bird and the character of his performance attract the attention of every observer, bird, beast, or man, within reach of vision. The red-backed tyrant is utterly unlike any of his kind in the United States, and until I looked him up in Selater and Hudson's ornithology I never dreamed that he belonged to this family.

The gunboat yacht of the President of Paraguay was placed at the service of the party, which left Asuncion on December 9 for the trip up the Paraguay River. The descriptions of the country through which they passed, of the inhabitants who came to the landings when the vessel stopped at some of the towns along the route, and of various incidents of the journey are all interesting. Especially so is the following account of some fish caught by the party while stopping at Concepcion:

They belong to one of the most formidable genera of fish in the world, the piranha or cannibal fish, the fish that eats men when it can get the chance. Farther north there are species of small piranha that go in schools. At this point on the Paraguay the piranha do not seem to go in regular schools, but they swarm in all the waters and attain a length of 18 inches or over. They are the most ferocious fish in the world. Even the most formidable of fish, the sharks or the barracudas, usually attack things smaller than themselves. But the piranhas habitually attack things much larger than themselves. They will snap a finger off a hand incautiously trailed in the water; they mutilate swimmers—in every river town in Paraguay there are men who have been thus mutilated; they will rend and devour alive any wounded man or beast; for blood in the water excites them to madness. They will tear wounded wild fowl to pieces, and bite off the tails of big fish as they grow exhausted when fighting after being hooked.



Courtesy of G. P. Putnam's Sons.

A BRAZILIAN CAYMAN.

In describing his trip up the Tocantins River in "A Hunter's Naturalist in the Brazilian Wilderness," Col. Roosevelt writes: "Caymans were not difficult to find, for the water was shallow and they were everywhere. They were not alarmed by the report of a rifle when fired at, and they lay with the head raised instead of stretched along the sand."

Miller, before I reached Asuncion, had been badly bitten by one. Those that we caught sometimes bit through the hooks, or the double strands of copper wire that served as leaders, and got away. Those that we hauled on deck lived for many minutes. Most predatory fish are long and slim, like the alligator and pickerel. But the piranha is a short, deep-bodied fish, with a blunt face and a heavily undershot or projecting lower jaw which gapes widely. The razor-edged teeth are wedge-shaped like a shark's and the jaw muscles possess great power. The rabid, furious snaps drive the teeth through flesh and bone. The head with its short muzzle, staring malignant eyes, and gaping, cruelly armed jaws, is the embodiment of evil ferocity; and the actions of the fish exactly match its looks. * * * They are the pests of the waters, and it is necessary to be exceedingly cautious about either swimming or wading where they are found. If cattle are driven into or of their own accord enter the water they are commonly not molested; but if by chance some unusually big or ferocious specimen of these fearsome fishes does bite an animal—taking off an ear, or perhaps a teat from the udder of a cow—the blood brings up every member of the ravenous throng which is anywhere near, and unless the attacked animal can immediately make its escape from the water it is devoured alive. Here on the Paraguay the natives hold them in much respect, whereas the caymans are not feared at all. The only redeeming feature about them is that they are themselves fairly good to eat, although with too many bones.

Of the town of Concepcion the author writes:

We were rowed ashore and strolled off through the streets of the quaint, picturesque old town; a town which, like Asuncion, was founded by the Conquistadores three-quarters of a century before our own English and Dutch forefathers landed in what is now the United States. The Jesuits then took practically complete possession of what is now Paraguay, controlling and Christianizing the Indians, and raising their flourishing missions to a pitch of prosperity they never elsewhere achieved. They were expelled by the civil authorities (backed by the other representatives of ecclesiastical authority) some 50 years before Spanish South America became independent. But they had already made the language of the Indians, Guarany, a culture tongue, reducing it to writing, and printing religious books in it. Guarany is one of the most widespread of the Indian tongues, being originally found in various closely allied forms not only in Paraguay but in Uruguay and over the major part of Brazil. It remains here and there as a *lingua general* at least, and doubtless in cases as an original tongue, among the wild tribes; in most of Brazil, as around Para and around Sao Paulo, it has left its traces in place-names, but has been completely superseded as a language by Portuguese; but in Paraguay it still exists side by side with Spanish as the common language of the lower people and as a familiar tongue among the upper classes. * * * The English missionaries and the Bible Society have recently published parts of the Scriptures in Guarany; and in Asuncion a daily paper is published with the text in parallel columns, Spanish and Guarany—just as in Oklahoma there is a similar paper published in English and in the tongue which the extraordinary Cherokee chief Sequoia, a veritable Cadmus, made a literary language.

We walked up the streets of Concepcion, and interestedly looked at everything of interest; at the one-story houses, their windows covered with gratings of fretted iron-work, and their occasional open doors giving us glimpses into cool inner courtyards, with trees and flowers; at the two-wheel carts, drawn by mules or oxen; at an occasional rider, with spurs on his bare feet, and his big toes thrust into the small stirrup rings; at the little stores, and the warehouses for matte and hides. Then we came to a pleasant little inn, kept by a Frenchman and his wife, of old Spanish style, with its patio or inner court, but as neat as an inn in Norway or Brittany. We were sitting at coffee, around a little table, when in came the colonel of the garrison—for Concepcion is the second city of Paraguay. He told me that they had prepared a reception for me.

Notwithstanding the fact that the colonel was dressed in his rough hunting costume and was unprepared for such social attentions, his kind hosts took him in charge and showed him every courtesy and attention, and he seems to have enjoyed his stay there very much. From there the journey was resumed up the Paraguay, and on the Brazilian border the colonel's party was met by Col. Rondon and the Brazilian contingent in a shallow river steamer and the expedition pursued its way up the river into Brazil, reaching Corumba on December 15. At this point the reader is left to await the continuation of the story in the next issue of Scribner's.

Parques de recreo (public playgrounds) is an article in the March issue of the Spanish edition of the MONTHLY BULLETIN of the Pan American Union, the material for which was furnished by Henry S. Curtis, Ph. D., formerly secretary of the Playground Association of America. Dr. Curtis is perhaps the leading authority on the subject in this country and has spent much of his time in writing and lecturing in advocacy of this civic aid to the mental, moral, and physical development of the young.

The article outlines the methods usually adopted in the cities of the United States where the movement has been introduced. In this connection it states:

In this new line of work specialists have been evolved, usually from the teaching force of schools and colleges, and at present the municipal governments of about 125 cities have on their pay rolls, or indirectly in their employ, one or more of these playground and recreation specialists, who superintend the physical welfare of public-school children. A national organization, known as the Playground Association of America, started in 1906, gave an impetus to the work that had previously been taken up in a desultory way.

In the organization of a playground association a large number of people are not necessary; in fact, if a score of citizens of a town or city will work together they may accomplish more than thousands, and sometimes it is better to organize with a small number of earnest workers. In the United States it is customary to launch the playground movement by means of a public meeting, to which have been invited the leading citizens. In order to secure a better attendance, it is advisable to have some noted speaker, whose services may often be secured gratis, to address this first assembly. In addition to this feature a number of stereoptical views and moving pictures may be shown, illustrating public playgrounds and recreation work in other localities. Frequently it is possible to secure from the National Association a field secretary who is thoroughly familiar with the work and who will contribute to the first meeting many practical ideas of benefit to the local organization.

Usually the officers of the association are elected at the first meeting and consist of a president, vice president, secretary, and treasurer. These are generally prominent and public-spirited citizens, who are willing to contribute their time for the good of the cause. Sometimes an active young man already interested in the social welfare of his community is selected for the important position of secretary, and it is obvious that if paid a salary he will work harder and more effectively than if the services are rendered gratuitously.



A NEW YORK ROOF PLAYGROUND.

In New York City the ground is so valuable that in many cases the roofs of school buildings have been converted into playgrounds, of which the above scene is typical. Being inclosed by glass, this space is available in winter or summer; during the latter season the glass windows are opened. The musical feature makes the little ones very bright and happy. (Illustrating "Public Playgrounds" in the Spanish edition of the MONTHLY BULLETIN for March, 1914.)



FIELD DAY FOR ONE OF THE SCHOOLS OF NEW YORK.

On numerous occasions during the year the board of education conducts athletic exercises and games in the open air for the benefit of the children. In the picture may be seen one of the beautiful drills in which both boys and girls join. Excellent results have been attained in better physical development and health. (Illustrating "Public Playgrounds" in the Spanish edition of the MONTHLY BULLETIN for March, 1914.)



BOYS' PLAYGROUND ADJOINING SCHOOL.

The scene here depicted is that of vacation time when the children have their whole time for play. The ground available here is very small but the children enjoy even the cramped quarters and develop into strong and healthy young manhood. (Illustrating "Public Playgrounds" in the Spanish edition of the MONTHLY BULLETIN for March, 1914.)



A FLOATING BATH AT NEW YORK.

New York City, being surrounded by water, the floating bath becomes a leading factor in bathing and in enjoyment. The picture shows one of these buildings in use; in summer they are so popular that certain hours must be set aside for the use of children of respective near-by sections. (Illustrating "Public Playgrounds" in the Spanish edition of the MONTHLY BULLETIN for March, 1914.)

The constitution and by-laws having been drawn up and adopted, a matter of easy accomplishment - for the National Association will furnish proper forms, which can easily be changed to suit local conditions - the new association is ready for a general survey of the field of its labors. This first survey should be thorough, for it touches upon many interests vital to the community. Among many other things which must be taken into consideration are the number of children of the city or town, the size of the school grounds, locality best suited for the greatest number to be accommodated, the records of the juvenile courts of the city, and many other matters pertaining to the subject of the children's welfare. Such surveys have been systematized by the Playground Association of America, whose cooperation can invariably be had.

The National Association has made a general survey of the progress of the movement up to 1914, and a most gratifying showing is the result. It was found that 642 cities are engaged in the work, with playgrounds in various stages of activity. Of these cities 342 have regularly paid playground leaders; 22 cities have voluntary leaders without pay; and 59 have no special directors except the regular school-teachers, who assist when not otherwise engaged. There were 31 cities which were taking the necessary steps to establish playground centers. From the reports of 313 cities an average daily attendance for the months of July and August, 1913, totaled 454,348 children. The activities of the various centers embrace athletic exercises, games, arts and crafts, skating, gardening, dancing, swimming, story telling, pageants, and in fact "everything that will bring joy and happy self-expression."

Tropical Nature in Colombia, by Prof. A. S. Pearse, of the University of Wisconsin, in *The Popular Science Monthly* for March, is a splendid description of animal and vegetable life and its environment in forest and stream, swamp and desert, in that section of the world where luxuriant nature riots in all its extravagance. Some idea of the graphic manner in which Prof. Pearse depicts this paradise for the naturalist, botanist, and biologist may be had from the following excerpts, although the entire article must be read in order to appreciate its entertaining style and the amount of information it contains:

The present article attempts to describe tropical nature as it exists in northeastern Colombia along the northern end of South America, just south of the Caribbean Sea. The descriptions are based on observations made while the writer was a member of an expedition sent by the Museum of Zoology, University of Michigan, to explore the region about the old Spanish city of Santa Marta. This portion of South America offers unusual opportunities for zoological study on account of its diversity. A strip of sandy desert overgrown with giant cactus stretches along the coast and extends back into the interior 7 or 8 miles. Beyond this the foothills of the Sierra Nevadas rise; only 20 miles from the city the peaks attain a height of 8,300 feet above sea level. Many small streams take origin in the mountains and unite to make their way across

the lowlands to the coast. Extensive mangrove swamps line the shores of the Cienaga Grande, a great lagoon into which several rivers empty. * * *

Starting the day after our arrival, we rode 18 miles into the interior on mule back to the Cincinnati coffee plantation, the home of Mr. Flye. That ride was wonderful! As we went higher the luxuriance of the vegetation increased, and the trail often hugged the brink of a precipice where one could look for miles over the virgin forest and the banana plantations below. Like the hunter in the "Lady of the Lake," we

often paused, so strange the road,
So wondrous were the scenes it showed.

We lived at the plantation for a month in a clean little adobe house at an altitude of 4,500 feet. In half a day we could walk down to Minca, at about 2,000 feet, or up to the top of San Lorenzo, 8,300 feet. Beyond the coffee the tropical forest stretched away unbroken; in one direction to the desert along the coast, in the other toward the snow peaks at the crest of the Sierras. Every afternoon it was cloudy; usually there was rain.

Two things are noteworthy in comparing tropical forests with those of colder regions—the diversity of vegetation and the intensity of the struggle for existence. In the temperate or frigid regions of the earth which are forested we are accustomed to see one species or genus of trees dominate all other plants and become a "climax forest," e. g., oak, pine, spruce, or beech forests. But in the Tropics conditions are favorable for many species; the growing season is always good and the forest is always varied. Tree ferns, palms, vines, deciduous trees, epiphytes, mosses, ferns—all grow in riotous profusion. Vines climb over great trees and steal their sunlight; strangler trees grapple with forest giants, squeeze them out of existence, and take their places; epiphytes and mosses festoon the limbs of trees, stretching their leaves toward the light that filters through the canopy above. Any handicap means that a tree must give way to more successful rivals, and many drop out. But the floor of the forest is not always strewn with the remains of the unsuccessful, for where it is not too wet the termites, or white ants, honeycomb every bit of dead timber and convert it into powder, which in turn is "resolved to earth again." Thus the cycle goes round and tree succeeds tree. One who lives in a temperate climate has no idea of the manifold intensity of the struggle among plants in tropical forests. * * *

The humid shade of the forest offers shelter to many animals which, like the plants, show a great variety of adaptations. A large number of animals depend directly on the plants for food. The lowly termites are quick to appropriate any dead or diseased parts; vegetarian ants swarm everywhere. Long-tailed kinkajous come forth at night to climb about in the mango trees. Wood rats, squirrels, and agoutis feed upon the luscious aguacates (alligator pears). Many birds have become specialized for fruit eating. Flocks of gaudy parrots squawk among the trees, resplendent toucans wipe their great beaks against the limbs which have borne their repasts. In addition to these specialists many other birds eat fruit when it is available; trogons flit shyly here and there, and conceited motmots perch so that they may proudly wag their beautiful tails from side to side. Yet the denizens of the tropical forest do not appear gaudy and highly colored. A parrot is indeed a splendid object when you hold him in your hand, but stand below a mango tree and you are amazed to find that it is practically impossible to see any of the flock which are squawking noisily through its foliage. Only by watching carefully for movement can you pick out a bird here and there.

Besides the animals which hunt in the trees many wander about over the ground beneath. These are usually not brightly colored. Tapirs were common about the plantation, and one was killed by the workmen during our stay. These pachyderms had regular trails like cow paths through the forest. Drove of peccaries rooted in the ground and we often saw places where they had been feeding, but that was all. Mr. Flye told us how he had once been treed by a drove of these ferocious "wild

hogs" which stood about and gnashed their teeth for a couple of hours. Jaguars and tiger cats hunted in the forest. One day a small boy brought us an armadillo. Agoutis were common everywhere. Once, while I rested at the fork of a river, a great agouti came to drink 50 feet below. My Colt was at my hip, but I did not have the heart to shoot him—so much at ease was he, so self-contained, and so in keeping with his forest. He took his drink and went away, never knowing that a strange gringo had watched. Another time we saw a troop of big red monkeys swinging along through the tops of the trees, but they quickly scampered away when they spied us. We always went armed with gun or pistol, hoping that we might bag one of the larger mammals, but fate was against us. The large animals are extremely shy and their coloration makes them difficult to see. To secure them one must attend to little else. Our interests were not in big game, but we were well repaid with smaller fry—the forest filled our eyes, and notebooks, and photographic films to overflowing—yet never to satiety. There was always something new and interesting.

The forest swarmed with lizards, such as the little anoles and geckos, which crouched motionless or scampered swiftly after fleeing insects. Snakes lurked among the fallen leaves or climbed among the trees—gaudy coral snakes with their cross bands of red and yellow, the vicious fer-de-lance or bushmaster (called "*Ecke*" by the Colombians), big but harmless gopher snakes. Sometimes we met a "*Bejuca*" (vine snake)—the most curious of them all—never half an inch in diameter and attaining a length of 3 or 4 feet. But snakes were not easy to find. We rarely got more than two or three in a day, sometimes one, often none. Scorpions, tarantulas, and other spiders abounded throughout the forest. Big land snails crawled on the trees or over the ground. Bright-colored butterflies fluttered in flocks through the open spaces. Probably the most typical forest vertebrates were the little tree frogs, which were abundant and various, and whose shrill piping was often the only sound to break the deep silence.

The professor gives an interesting and detailed account of the termites and various species of forest ants whose habits, manners, and customs, so to speak, he gave the closest observation. Many varieties of tropical plants are described, and he found that many of the plants which are raised in hothouses or summer gardens in the United States are common weeds in Colombia. In the forest caladiums and cannas grow everywhere; umbrella plants line the shores of all streams, while in the swamps cannas and umbrella plants constitute an important part of the flora. In some swamps there was a slender stemmed plant which had little white air bladders to keep it at the surface. Of one of the denizens of these swamps he writes:

The jacana, a rail-like bird, is admirably adapted to live in tropical swamps. The greatly elongated toes enable this bird to walk with ease over the floating vegetation.

Both sexes have a spur on the front of each wing which they use in fighting. A flock of jacanas is a beautiful sight as it alights, for every bird stretches its yellow-tipped wings as far upward as possible before closing them. Another swamp bird was a species of tree creeper which built a long bottle-shaped nest, which was constructed of thorny twigs in low shrubs. The eggs were placed in a little enlargement at the closed end and the long thorny entrance prevented snakes and other predaceous animals from entering.

Something like 20 original photographs serve to illustrate the story and give added interest to this narrative of a naturalist, which should be read by all who take an interest in the wonderful works of nature seen in unusual places.



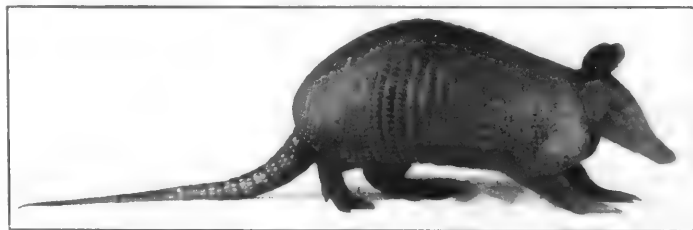
A DENIZEN OF THE TROPICS.

"One evening a vampire bat took the liberty of biting one of the party on the top of the head while he slept. Two of us had been hunting with jack lights and on returning found him with his hair full of blood. Often half a dozen of these little bats would settle over the roof of the boat after dark and compel us to move elsewhere to sleep." (From "Tropical Nature in Colombia," by Prof. A. S. Pearse, in the Popular Science Monthly for March.)



MONKEY OF TROPICAL COLOMBIA.

"Another time we saw a troupe of big red monkeys swinging along through the tops of the trees, but they quickly scampered away when they spied us." (Prof. Pearse in "Tropical Nature in Colombia," in the Popular Science Monthly for March.)



AN ARMADILLO.

One of the curious species of animals encountered by Prof. Pearse in the forests of Colombia. The armadillo is an edentate mammal having an armorlike covering formed by the ossification of the greater part of the skin and the union of the bony scutes.



SHIPPING NITRATE IN CHILE.

"When it has crystallized in large cooling pans, after having gone through a number of minor processes, the dry nitrate is put into bags and dispatched to the coast for shipment." (W. Scott Lorrie in "Chili To-day.")



WORKMEN IN A NITRATE PLANT.

"The laborer also has his hardships to endure, but he suffers silently. It is the high wage that keeps him here. He can make from 6 to 15 pesos a day." (W. Scott Lorrie in "Chili To-day.")

A Visit to the Nitrate Zone of Chile, by W. Scott Lorrie, is an entertaining as well as informative article dealing with Chile's leading industry, which appears in the first number of *Chile To-day*, a bright up-to-date little magazine, of which Mr. Lorrie is the editor and which is being published in Valparaiso.

After giving the reader a graphic picture of Antofagasta and indulging in a little good-natured criticism of travel writers "who see in a month everything that is worth seeing in a continent, and then publish books in a way that makes you feel that they must be authorities on the matter," Mr. Lorrie continues:

After spending a few days in Antofagasta one's thoughts are turned to the fabulous wealth of the nitrate fields in the interior. You are anxious to see one of those places they call *oficinas*, where nitrate is produced on a large scale. You go to the station in company with a friend, who is connected with one of the *oficinas*, and almost before you know where you are you find yourself on one of those trains which percolate through the rural tranquillities of the nitrate districts, surrounded by a somewhat hilly region as barren as any place on earth. You soon begin to think that the region is one of the paradoxes of nature's laboratory, because no living thing can find nourishment here, although from these very nitrates nourishment is given to impoverished soils the world over. * * *

In order to properly describe the nitrate industry of Chile, it is necessary first to enter into details regarding an *oficina*. Take the *oficina* known as "Ossa" as representative of the one hundred odd extant in Chile. Picture in your mind a small village abandoned to the solitude of a great desert, then you have an idea as to the place about to be described. There are several comfortable-looking dwellings, two stores, a market place, hotel, school, hospital, workmen's houses, warehouses, machine shops, and the engine house. The majority of the buildings are painted green. Conspicuous among them is the large two-story engine house, whose appearance is rendered important by two vast smokestacks running 60 or more feet skyward. Wherever you look from you discern huge whirls of smoke that darken the sky. They impress you as so many streams of gold that work delivers to the activity and commerce of the universe.

The population of the nitrate seats varies according to their importance. The one here dealt with has some 2,000 inhabitants. At one extremity of the little town is found the gigantic building in which are installed the crushing and other machinery necessary in the elaboration of the *caliche*, which is the name given to the crude substance that contains the nitrate. Here you are familiarized with the different processes the stuff has to go through before it is extracted in its crude state.

The basis of the first step of mining operation is found below the *caliche*. It is the lowest stratum of bedrock. The method of extracting *caliche* is extremely simple when compared with the elaborate machinery necessary to obtain other minerals. But it is as well that this should be the case, otherwise the profit might be so small as to scarcely justify the elaboration, except on a very large scale, if the market value of the present time is to be considered the full worth of the product. Market conditions, however, fluctuate according to circumstances. A small shaft is sunk through the surface deposits and through the *caliche* to the bed of clay or gravel. Here a hole is dug out, in which is placed a charge of dynamite. An explosion is the result. From the resultant débris is collected the *caliche*, which is taken to the factory in wheelbarrows or mule carts as distance demands. The *caliche* itself is a combination of nitrate of soda, sulphate of soda, sodium chloride, iodine salts, small proportions of potash, magnesium, and lime, with insoluble matter. With the exception of the iodine, and in some cases the common salt, these being saved as by-products for other

purposes, the entire industry of the *oficina* is devoted to the preparation of the nitrate in such a form that it may be economically exported.

In most cases the crowbar is employed in the extraction of *caliche*. When the crushers have reduced it to small pieces, not more than 2 inches thick, it is run into large boiling tanks, where the salts are dissolved, the sand and other refuse sinking to the bottom. Heat is produced by means of cylinders, which raise the temperature to 120°. As the nitrate has a different point of solubility from other salts, it can, therefore, be precipitated by itself as the water cools. When it has crystallized in large cooling pans, after having gone through a number of minor processes, the dry nitrate is put into bags and dispatched to the coast for shipment. The rich substance thus obtained is not, however, handed down to commerce in an absolutely pure condition, its purity being 95 per cent, further purification being considered unnecessary.

Nitrate costs 5 to 6 pesos to produce, and it is sold to the export trade at 8 pesos f. o. b. Exceptions, however, must be noted to these prices, as the profits vary according to the quality of the nitrate and the economic methods by which it is extracted. The Antofagasta Nitrate Co., to which belong the *oficinas* dealt with here, produces, with the three seats of its property, more or less, 300,000 quintals of nitrate a month. The estimated value of the company's property is £4,000,000.

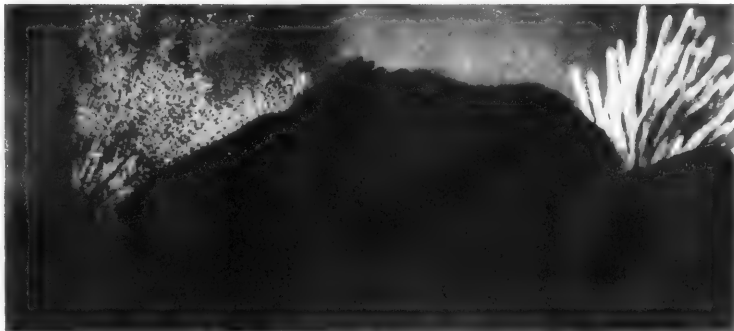
Los Peces que Cambian de Color (Fish that Change their Color) is the title of an article in the March number of the Spanish edition of the MONTHLY BULLETIN of the Pan American Union, based largely on the account of these peculiar fish which appeared in a recent number of Country Life in America. After describing the New York aquarium, its location, and variety of exhibits, the article continues:

It is really a marvelous place, and to many visitors no more interesting species of fish exist than the "chameleons of the sea," as they are called. They are certainly most attractive and their cases are always sought by the children, who seem to take delight in watching their antics.

Scientists who have been making a close study of the phenomena presented by these fish believe that the color is under control: they find that the skin of the fish is composed of granules of various colors, and according to Prof. Summers, these colors result from the functioning of the nervous organism. In recent experiments the water which runs through all the cases was stopped, and it was found that the color of the fish was affected. The fish noticed the changed conditions and their bodies were in what the scientists term the "distressed" phase. On other occasions the color of the fish is visibly affected when food is given them after an interval of starvation; in still other cases when the lights are turned off or on the colors of the fish appear to change rapidly. * * *

In the Nassau group (*Epinephelus striatus*) the greatest number of changes has been observed, seven distinct variations having been noted, viz, a creamy white; dark, with pure white underparts; a copper brown; black bands around upper body, lower section white; pure white below with dark band from fin to tail; dark, mottled with white; and dark, suffused with red.

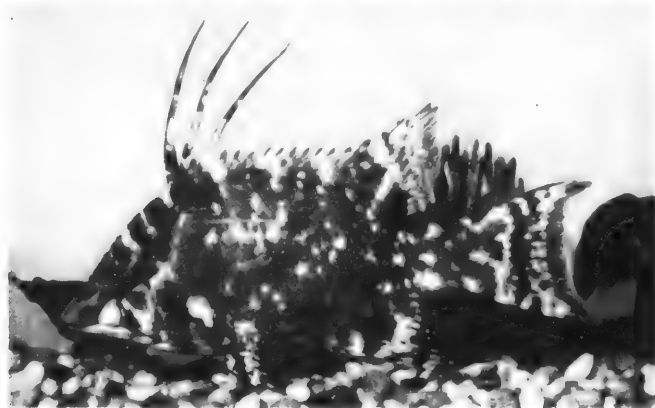
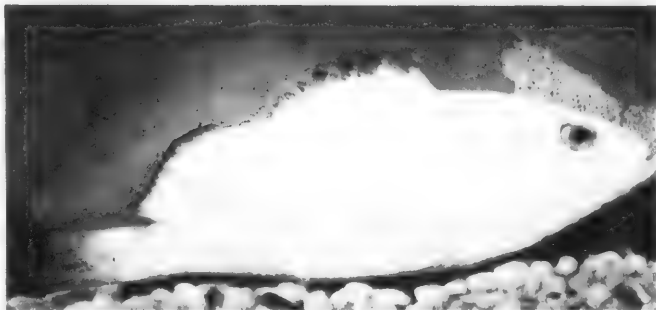
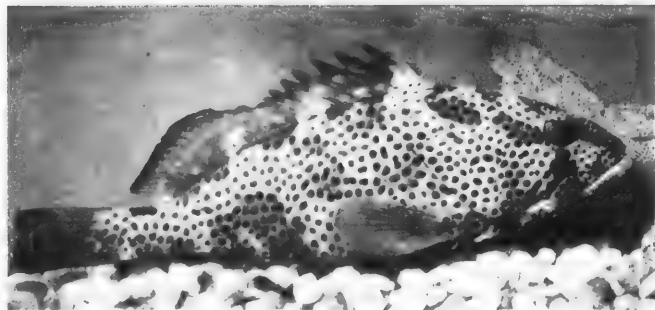
The *yellow fin* (*Mycteroperca venenosa*) is another species that shows a number of beautiful changes. If we watch this fish for half an hour it is really amazing to note the changes from gray to scarlet and various other colors in general as well as in spots of different hues. Some of these specimens taken from deep water are of an intense scarlet color.



Courtesy of Country Life in America, Garden City, N. Y.

THE NASSAU GROUP.

Illustrating "Fish that Change their Colors," in Spanish edition of the MONTHLY BULLETIN for March. The top picture shows this fish in the extreme excitement phase, the intensity of color changing as excitement is increased or lessened. Middle picture: The same fish in medium excitement; the colors are dark brown and white. Bottom picture: This shows the fish in the concealment phase, when color is dark brown or that of mud.



Courtesy of Country Life in America, Garden City, N. Y.

SCIENTIFIC ASPECTS OF THE CHANGE OF COLORS.

(Illustrating "Fish that Change their Colors," in Spanish edition of the MONTHLY BULLETIN for March.)

Left, top row: Red hind in the extreme excitement phase, showing spots and blotches. Light portions are creamy white, spots are red.
Right: The same fish in relaxation, a phase which is rare during hours when aquarium is open to visitors.
Left, lower row: A hogfish in extreme excitement phase, when colors of brownish hue change to creamy white.
Right: The same fish in relaxed state; body is white flushed with pink; head a copper brown.

The *hog fish* (*Orthopristis chrysopterus*) has been observed to make two changes in a very short time, that of dark to creamy white, and medium dark colorations. The *red hind* (*Epinephelus guttatus*) is also known to make two changes, the intense red spots changing to creamy white and also to a pale red. This fish has the peculiarity of lying much of the time on the bottom of the tank or of perching itself vertically on the walls.

These are only a few of the varieties of fish that are constantly changing their colors. Some of these changes are very rapid, while other are so slow that one may stand near the tank and watch each phase of the change as the fish swims about in a leisurely manner. Their changes and peculiar antics never fail to attract the attention of the visitors, and as the tanks containing these species are located in the same section of the aquarium, this department furnishes perhaps the most attractive exhibit for the general public.

Montevideo, by Theodore Roosevelt, is another installment of the series on South America now running in the Outlook, and appears in the February 28 issue. In this contribution Col. Roosevelt briefly describes the section of Uruguay traversed on his journey from Brazil, gives due praise to its modern capital, and dwells at some length on the Uruguayan view of the Monroe doctrine as interpreted by the ex-President of the United States. The following excerpts give some of his observations relative to the country and the city of Montevideo:

On the afternoon of November 3 we crossed the boundary line from Brazil into Uruguay and were at once received by representatives of the Uruguayan Government. There was little change in the character of the territory. The Uruguayan "camp"—as the open land is called—is a rich, fertile country of rolling prairie, well watered, with here and there ranges of hills. From the windows of the railway train we saw herds of cattle and horses, many of the cattle evidently Herefords or Durhams. The picturesque mounted herdsmen, the gauchos, were also in evidence; splendid horsemen, at utter ease no matter what their horses might do. Most of them wore curious baggy trousers, loose shirts, *serapes*, and broad hats, but now and then we came across individuals with ordinary trousers thrust into top-boots, such as one would see in our own western country.

There is very little wild land left in Uruguay, but much the largest proportion of all the land is still pastoral. There has been, however, a great growth not only of the cities but of agriculture, and the gaucho is no longer the all-important character he once was. This undoubtedly tends for stability in government, because the many excellent traits of the gaucho did not include understanding the need of orderly democratic self-government as our people understand it. I am very thankful, however, that the gaucho still remains, and I hope that he will always remain a prominent feature of the life in Uruguay. He is a strikingly picturesque and distinctively national feature. * * *

Next morning we were in Montevideo, the capital of Uruguay, a beautiful city of some three or four hundred thousand inhabitants. Like Australia and the United States, and of course like Europe, South America shows the modern tendency—by no means a healthy tendency—to see great cities grow relatively faster than the country districts. This is as true of Montevideo and Buenos Aires as of Seattle and Portland, Sydney and Melbourne.



A STREET IN MONTEVIDEO.

"There are beautiful parks, wide, attractive streets and stately private houses, with lovely gardens." (Theodore Roosevelt in *The Outlook* for February 28, 1914.)

Montevideo has a character of its own, and great charm, for, though it has grown with much rapidity, it has not shown the almost abnormal growth of cities like Buenos Aires and Chicago. In consequence, although a great commercial city, a railway and steamship center, with a huge export trade of wool and frozen beef, it yet keeps an attractive Old World flavor, a sense of continuity with its own past. There are beautiful parks, wide, attractive streets, and stately private houses, with lovely gardens. There is a public rose garden, where, as the director, who fairly lives in his flowers, told us, there are 12,000 roses of 800 different kinds.

In the immediate neighborhood of Montevideo the country is flat, excepting for one prominent conical hill crowned by an ancient Spanish fort, now turned into a lighthouse. This is as delightful as a castle-crowned hill by the Rhine, and we rode out to it, and from it obtained an extensive and very beautiful view, not only of the city itself, but of the rich green flat country round about. * * *

The President of Uruguay is a man of exceptional power and ability, and very interesting to meet. I was also much interested by the judges and legislative and executive officials whom I saw. In Uruguay, as in the other South American countries I visited, there was very evident a resolute purpose not only to achieve industrial success as the northern nations of Europe and America have achieved it, but also to achieve both energy and practical ability in the actual handling of public affairs. There is a complete realization now, and for many years past there has been a growing realization, that government must be tested by the practical efficiency with which it works, and that it is imperatively necessary to substitute other methods than those of forcible revolution for the settlement of political differences.

The Canal Zone To-Day, by Lillian E. Elliott, in *The Pan American Magazine*, is a welcome variation of the usual canal story. The article deals with the picturesque features of the Canal Zone and the time-worn statistical figures and stereotyped "giant task," "stupendous undertaking," "herculean efforts," and "engineering feat" phrases are conspicuous by their absence. The author states that this is the fourth time that she has spent a month or more on the Isthmus, that the magazine has published five special numbers on Panama, and that moreover "the Isthmian Canal Commission publishes (in addition to a plethora of books on the canal) a handy pamphlet which gives cubic yards, mileage, expenses of everything, details of scientific interest, deals thoroughly with all construction, and explains all the machinery and operations of the locks." Hence:

All these things considered, I promised myself that this time I would not trouble about the depth of water, cubic contents of anything, or the height of any other thing. If any statistics creep in, it is by the merest accident. Nothing is intended in this article but description of impressions that one gathers of the canal to-day, from a spectacular point of view.

For all of which let us be devoutly grateful. And to show our readers how entertaining and readable a story of the canal minus the statistical features can be written by a level-headed woman, we propose to quote rather extensively, as follows:

It is a beautiful thing, this Panama Canal. I do not think that any words can convey the sense of power aroused by the great pieces of construction work along the route—these solid and dignified masses of cement and steel look as firm as the Pyramids, as serene as the everlasting hills themselves, in spite of their display of sophistication and ingenuity.

But once out of sight of the huge lock walls and gates, out in the canal lakes and in the cut, the loveliness of the scene seizes you. This, you say to yourself, is no mere utilitarian canal, but a splendid contribution to the beauties of the world. Think of other canals for a moment—the Suez, with its dead level of burning yellow sands on either hand; the Keil Canal, in a dour northern setting; and the Manchester Ship Canal, gray and brown in a gray and brown region. No one has ever called them beautiful, anything but just—canals; fine things, commercial necessities, marvelous and admirable, but just canals.

The Panama Canal is something more. It is exquisitely staged. It has been built in a tropical locality where nature swathes everything in a luxuriant green mantle, where the hills seem to put themselves into the picture with a deliberate intention of being specifically decorative, where the skies are flooded with sheets of pure color, reflected in these clear rippling waters. A veil of romance is part of the glory of the Isthmus. Its history is full of events that catch the fancy, and when you cross it you can not but remember Balboa and the early Spanish settlers, the riches of Peru that flowed over the first trails, the lusty pirates who now and again made raids on these treasures, the old canal schemes, the heroic failure of the French, and looking at the accomplished work, you pay tribute to the fight whose signs and tokens are still to be seen, and that has been won to-day.

The canal is part of a four-centuries-old drama, and everything that could be contributed by nature to set the play she has given with prodigality. Up to the present the dust and turmoil of the work has obscured the fact that this is a waterway—four years ago there was nothing to suggest a canal to the uninitiated; it was just a vast workshop toiling in a sun-soaked valley. But when the ships begin to use this water bridge and the loveliness of sky and emerald-hill country and lily-decked lakes are seen from the decks, people will discover that this is a sight worth seeing for its own intrinsic beauty. * * *

Admitting that the canal is beautiful, a most "scenic" sight, as the moving-picture advertisements say, one is perhaps permitted a pang of regret for the dead and dying towns of the Zone. They were not really towns—Gorgona, Pedro Miguel, Miraflores, Culebra, and all the rest—but they were quaint, pretty, Japanese-like, dolls' house imitation of towns; work camps, really, but done on such a regal scale that a new standard has been set forever and ever of what the worker shall have in the Tropics, in the way of housing and food and general well-being.

No more shall the pioneer bridge builder, the surveyor, the railroad constructor, the mining engineer, go out into the bush and live in a thatched shack on native food, anywhere in new countries. Henceforth, because the American has had them in Panama, the man in the Tropics will demand and get a screened house, good furniture, good food, and sanitary conditions. It is said that both white and colored employees have been "spoiled" in Panama, and while this is true, it is the kind of spoiling that saves lives and made it possible to build the canal. Without these special attentions and luxuries the American would never have stayed on the Zone at all. * * *

It is difficult to realize that the engaging scenes of busy life have almost disappeared on this territory, that in a few months the houses will all be torn down, abandoned or burned, that the Zone will revert to its primeval quietude.

When I first saw the Isthmus, in the early part of 1910, this girdle of the green tropics was like no other place in the world. Colon and Panama, each with her feet in her respective waters, were the two ends of a string of villages that lay like shining beads on an emerald ribbon. Artificial villages these, made up of black and white screened houses on stilts, decorated with pink and blue vines, the feathery fronds of palms, and the gay leaves of red and yellow crotons. And what astonishing neatness! You could not find its equal in the tidiest Dutch hamlet. Everything had an air of being just fresh washed, even to the shrubs. Not a scrap of loose paper, not a speck out of place, marred these odd little towns, glorified little towns born for an hour like mayflies.



INDIAN VILLAGE IN PANAMA.

"No more shall the pioneer bridge builder, the surveyor, the railroad constructor, the mining engineer, go out into the bush and live in a thatched shack on native food anywhere in new countries. Henceforth, because the American has had them in Panama, the man in the Tropics will demand and get a screened house, good furniture, and sanitary conditions," writes Lillian E. Elliott in "The Canal Zone To-day."



A HOME IN PANAMA.

In describing Panama City, Lillian E. Elliott writes: "The warmth of Panama's climate is tempered by cool and almost constant breezes from the Pacific; the balconied houses, too, many of them with inside gardens or patios, are built for this latitude, airy as to galleries and thick of wall to keep out the sun."

At night they shone from afar in a sparkle of electric lights against the dark blue isthmian hills; at dawn and dusk they hummed with the voices and echoed with the footfalls of men going to or returning from work on the cut or the dam or some of the locks. To-day they hum and stir less; some of them, like Gorgona, are gone forever, and the ones that remain have a somewhat shabby air, a dragged, exhausted look, as if they knew that the excitement was all over, and nothing remained but a "demnition grind" to get cleared up.

In this pleasing style the author takes the reader on a sightseeing tour on the new railroad, starting at the city of Panama and closing with Colon, giving delightful graphic pictures of the towns and natural scenery along the route, and when you have finished the article you really know something of what the great canal looks like now.

Riding Over the High Andes, by Lewis R. Freeman, in the *Overland Monthly* (San Francisco), is an account of a trip over the Andes in the fall season when much of the route was covered with snow. The journey was made by the old coach road part of the way, first by muleback, then by coach, and finally by railway train. The trip was through the Uspalata Pass, passing the famed Christ of the Andes statue, which stands on the boundary line between Argentina and Chile. The narrative is most entertaining, and while the author refrains from attempting to describe the scenic grandeur, he gives very lively and realistic descriptions of other features of the journey, as, for instance, the following relative to the ride down the mountains by coach:

The coach road is the most exciting part of the trans-Andine journey, and the drivers are quite the peer of the best I have ever seen. To ride in a coach the whole distance from Cuevas to Juncal would probably prove very tiresome, but to reel off the last 15 miles of down grade in less than an hour in this manner is a most exhilarating experience. * * *

A mountain driver in any part of the world must, above all else, be cool-headed, nervy and resourceful, and at the same time be very deft in the manipulation of his reins. Associated with these essential characteristics will almost always be found a certain amount of dare-deviltry and recklessness, never absent in one who follows a calling in which there is constant physical risk. In these particulars the wild Chilenos are hard to beat. For delicate manipulation, finesse in maneuvering, and aristocratic coachmanship possibly our attenuated four and six-in-hands offer the greater opportunity; but for a slap-bang, helter-skelter, hell-to-split, live-till-you-die, cover-ground-and-sling-gravel kind of an outfit, give me one of these Chilean chariots every time.

The two middle horses of a four (in Chile the horses are hitched four abreast) were hitched together in regular fashion. They wear a collar harness, and have a rein to each of their bits. The outer horses only wear breast straps and bridles. A rein from the driver leads to the outside rings of their bits, the inside ones being connected by a short strap with the bridle of the next horse. Thus the driver holds four reins, as with our four-in-hands.

The coaches are usually battened up tight to keep out the wind and gravel; and there are but two places from which you can observe operations; one of these is with the driver and the other is on the step in the rear. If you are only one coach the driver's seat is preferable, but if there are other vehicles following close behind the opportunity of seeing the gyrations of your own outfit repeated in turn by those next in line is too good to be missed, and the back step should have the call.

The road for the most of the way is the usual succession of zigzags, banked high at the turns like a bicycle track to help the coach keep its balance, and with a further precaution in the shape of a 2-foot thick and 3-foot high stone wall around the outer edge. The banking checks most of the slide, and the stone wall is always waiting to stop the rest. Sometimes the latter does yeoman service in preventing a bad accident, but the crashing into a wall of granite blocks is not itself an experience to be lightly courted.

It is worth coming to the Andes for the sensation of being swung around half a dozen of these curves at the ends of the zigzags. They are not like ordinary 90-degree street-corner curves by any means; you swing through nearly two quadrants every time you double a bend, and the thing happens so quickly that you lose all track of your surroundings, miss some things altogether, and, again, observe anew the same peaks, glaciers, slides, and lakes to think each time they are fresh features in the landscape.

You swing off from a level mesa onto a steep descent; you are going south—and down. The driver lounges carelessly on his seat and gazes sleepily at his turned-up boot soles. The coach gains speed from the grade, and the horses run as though the fiends were after them to keep it from their heels. The gravel begins to fly, and the coach to rock, and the landscape fades to a dull blur as you jolt over a half frozen slide of earth and snow. Suddenly your hair rises in horror as you observe that a short 50 feet ahead the road ends abruptly against a stone wall. You turn toward the driver, and see that he, too, has observed the obstacle and is fully awake to the gravity of the situation. His whole figure is tense with excitement, and his eyes, the pupils contracted to pin points, are fixed upon the rocky barrier. But as yet he makes no attempt to check the flying horses, which, intent only on their endeavors to escape the flying coach, seem gathering themselves to leap over the wall and off into nothingness. Then, slowly, you see the reins leading to the horses on the near side begin to grow taut, and at the same time perhaps a little more slack runs through the driver's fingers to those on the "off."

That is all he does, but it proves enough. Just before you think the horses are going to launch themselves over the wall, you see the inside one suddenly stiffen, settle back upon its haunches and begin to mark time, quite after the manner of the man inside of a line of soldiers going around a corner. The action of the outside animal is just the opposite. He accelerates his speed, leans in at an angle of 30 or 40 degrees against his team mate, and with his hoofs clacking against the foot or side of the wall, dashes through a half circle of which the inner horse is the center. The other two horses describe concentric circles between these extremes, the whole team revolving as if on a pivot, while the coach is skidding wildly sideways on its outer wheels. As soon as the coach has swung around and righted itself, you are whirled to repeat the performance at the next bend.

An Hour with the Barracuda, by F. W. Sterling, in *Outing for March* is in truth, as the subtitle states "A Tale of Lively Sport in Leisure Hours off the Rio de Tuxpan in Mexico." The author's realistic descriptions of the various fish caught and the game fights they put up are calculated to make the disciples of Sir Isaac Walton who read *Outing* flock to Tuxpan in droves. As examples we quote:

The unfished reef, the Mecca of all sea anglers, furnished us an hour of sport long to be remembered. Our reef is 10 miles east of Rio de Tuxpan, Mexico, an atoll, an island in the making. Tuxpan lies about 6 miles up the Rio de Tuxpan.

White bass were reported just within the river mouth, but a heavy sea on the bar made this sport impossible, so it was decided to try our luck on the reef. * * *

Spoons were put far out from the reef, and while still a hundred yards off, "Zing"; and the Surgeon's reel was humming. One hundred, two hundred feet of line was gone and still going with the leather brake hard on and getting hotter every minute. Then,

with a great surface flurry, a veritable tiger of the sea leaped into the air, truly a forbidding yet graceful sight. When it fell back with a large splash we knew he was well hooked and it was but a matter of time before a new record would be made for the boat.

The boat was stopped and a pretty fight was on. It lasted about 15 minutes. At times the fish was reeled into sight and then was away with a rush that could literally carry the Nimrod overboard or smash all the gear if not anticipated; again he would jump, opening his great mouth and displaying his formidable teeth; he would rush the boat so swiftly that the reel could not handle the slack. At last, with circling rushes around the boat, this beauty was brought nearly to gaff, only to shy off at sight of the boat. * * *

Three hours after landing, this fish weighed 38½ pounds and measured 5 feet ¼ inch. It was an oldster with a single tooth in its lower jaw; its pointed mouth resembled a bull-dog in that the lower jaw protruded slightly, and both jaws were lined with razor-sharp teeth on which a heavy lashing line could be cut as with a knife. * * *

The hour's catch, two rods, was 9 fish, 187 pounds of *Genus Sphyryna*, species *Barra-cuda*, an hour of wonderful sport, considering the fact that every foot of line was well disputed. A shortage of fresh meat made this particularly acceptable. As food they are excellent, the young being particularly delectable.

Brazil, the Largest Republic in the World, is the title of a descriptive article dealing with that country in general and Rio de Janeiro in particular, written by Peter MacQueen, F. R. G. S., which appeared in a recent issue of the National Magazine, and also in a slightly changed form in the South American Journal for February 21, 1914, the latter publication crediting it to "The Bellman, U. S. A."

The usual points of interest are touched upon and the places that can be seen by the general tourist are described in an entertaining style, such as the following:

Wherever you go in Rio, there are two strange prominences that are in every prospect of the city. No tourist would fail to visit them. One is the Pan de Azucar (Sugar Loaf), a cone of bare granite 1,800 feet in height, standing at the water's edge at the entrance to the harbor, one of the gateposts of Brazil's front door. It was scalable at only one point by the boldest climbers, but the Germans at the beginning of 1913 finished to the top of it a marvelous aerial railway. By this railway you are lifted first from the powerhouse to a substation 900 feet above the level of the street. You are carried thither in a cage which is attached to an electric cable and pulled up by electric power * * * I was dizzy already, although I had not made one-half the ascent. Very gingerly I entered the cage the second time, for the last ascent, and I kept very still for fear I might shake it down. At one point you are 1,100 feet above the ground and the feeling is exactly what it must be in an aeroplane. The solid ground has gone from underneath you and you are flying across a deep glen. Arrived at the top of the rock, the view is indescribably sublime. It surpasses all the views I have seen in Europe, Africa, or Asia. No words or pictures could give a gist of one's feelings on that wild sea rock. You feel like an albatross, away from all the haunts of men. Land and water, hill and mountain, valley, city, sea beach, and beaconing islands are all impressed in their wonderful beauty on the mind.

The second peak is the still loftier Corcovado, a vertical shaft of rock which springs right out of the midst of the houses to a height of 2,300 feet. Such strange forms of nature give an unreality to the landscape of a city. They are the essence of a poet's dream; they are things whose story no tongue can fitly tell. This scenery awaits a painter who can handle a great canvas and a vast impression. Grotesque shapes lost in the splendor of a flood of sunshine, a strand of dazzling white, a sea of turquoise blue, a verdurous forest ready to fall upon the city and swallow it in a cascade of living green—this is the palette from which the future painter of Rio must take his glorious colors.

PAN AMERICAN NOTES

ARCHITECTURAL COMPETITION FOR CUBAN CAPITOL.

A BEAUTIFUL capitol building, costing \$1,000,000, and containing adequate accommodations for housing both branches of the legislative body, will soon enhance the beauty of the city of Habana. A presidential decree promulgated on March 4 last provides for an international competition among architects of Europe and America for designs to be submitted within two months. The contest will be conducted under the direction of the Department of Public Works in conjunction with a special committee, consisting of the President of the Senate, the Speaker of the House of Representatives, the Secretary of the Senate, the Secretary of the House, and the Secretary of Public Works. The committee will select three from the preliminary designs and then allow a further extension of time, not to exceed 10 months, for the development of detailed descriptions and plans. From these three plans the committee will then choose the one which contains a majority of desirable features. All things being equal, plans of Cuban architects residing in Cuba will receive preference over foreign entries. Final selection will be made within 30 days after the three detailed plans are submitted, and work will be commenced within 30 days following. The authors of the other two preliminary plans will each receive cash awards of \$3,000, and their plans will become the property of the Government. The winner of the architectural contest shall have the right to construct the work. In this event he will receive as compensation 3 per cent of the total estimated cost, to be paid quarterly in proportion to the amount of work completed. In this connection mention should also be made of the committee appointed by President Menocal, upon the recommendation of the Secretary of Public Instruction and Fine Arts, to study and propose to the Chief Executive such construction as may be in keeping with the growth and expansion of the University of Habana. The appointment of this committee is in furtherance of the President's recommendation in his message to Congress of last November for the erection of new buildings to the university.

PRESIDENTIAL ELECTION IN BRAZIL AND COLOMBIA.

The regular election of President recently took place in two countries of South America, Colombia and Brazil. Early in February, Dr. José Vicente Concha was chosen Chief Executive of the Republic

of Colombia for a term of four years, commencing on August 7, the date of inauguration. In the elections held during March the United States of Brazil selected as their President Dr. Wenceslau Braz Pereira Gomes, who is now Vice President of the country. Dr. Wenceslau Braz will be inaugurated on November 15. The results of both the elections seem to have been received favorably in all quarters, as the choice in each case has fallen upon a statesman of ability and high character. President-elect Concha, as well as the President-elect of Brazil, has held a number of important public positions. A lawyer by training, Dr. Concha served as Minister of War in 1901 and a year later came to Washington as the Minister of that country. In Brazil the election of Dr. Braz to the presidency marks another step forward in his career. Also a lawyer by profession, he served as member of the State congress of Minas Geraes, and later as representative from that State to the national congress. He resigned this position to become President of the State of Minas Geraes only to relinquish the office shortly after upon his election as Vice President of Brazil.

THE PAN AMERICAN COMMITTEE OF VENEZUELA.

Information has just been received from Señor Don P. Ezequiel Rojas, the Minister of Venezuela in Washington, that the Department of Foreign Relations of his country has recently named the following gentlemen as members of the Pan American Committee: Señor Dr. Alejandro Urbaneja; Señor Dr. José Santiago Rodríguez; Señor Dr. Santiago Key Ayala; Señor Dr. Francisco Gerardo Yánes; and Señor Don Pedro Manuel Ruiz. One of the resolutions adopted at the Fourth Pan American Conference at Buenos Aires, in 1910, it will be recalled, provides for the appointment of such a committee at the capital of each of the countries embraced in the Pan American Union. The executive officials of the Pan American Union take advantage of this opportunity to extend their greetings to the newly appointed members of the Pan American Committee of the United States of Venezuela.

FURS AND SKINS FROM SOUTH AMERICA.

The interesting article on the general subject of furs in America, treated in the February (1914) BULLETIN, and presented in the Spanish Bulletin for March, 1914, gives opportunity to call special attention to the fact that much of the vast interior of South America is still but seldom hunted. In all probability there yet remains a field from which to draw supplies for the ever-increasing market in skins. In support of this statement comes a note from a daily paper in Bolivia



Photograph by Harris-Ewing.

HON. ROBERT LANSING,
Counselor for the Department of State of the United States.

Mr. Lansing, as an international lawyer, has had considerable experience in foreign negotiations both of a private and of an official character. He served as associate counsel for the United States in the Bering Sea Arbitration, 1892-93, and later was counsel for the United States in the Bering Sea Claims Commission. He also represented this country in the Alaskan Boundary Tribunal, North Atlantic Coast Fisheries, and at The Hague Arbitration, 1909-10. Mr. Lansing is associate editor of the American Journal of International Law. He has been counsel at various times for the Chinese Legation and Mexican Embassy. Mr. Lansing has been designated to act in the capacity of Secretary of State whenever the latter shall be absent.

which says that the fur and skin industry of the country is capable of being developed into something most important, adding that "the forests of the Andean slopes of eastern Bolivia contain wild fur-producing animals, among which are fine specimens of tiger and many vicuñas." This is true also of other parts of the continent. It is at the same time acknowledged that over the better-known areas of South America the wild animals have become very scarce, and prices have consequently gone up. Nevertheless abundant game still exists and can be found by greater effort. The aboriginal inhabitant of the Andes was not a hunter, as was the Indian of North America, nor have his descendants pursued game instinctively to supply their wants. For this reason it would appear that the later commercial need for skins finds so much of the continent not yet invaded. As the governments have learned the lesson of conservation, it may be warrantably hoped that the wild animals remaining will continue to furnish a good supply of skins, but will not be slaughtered, as they have in the United States, in some cases almost to the point of extinction.

THE INCREASING TRADE OF AUTOMOBILES.

During the month of January, 1914, there was an increase of exportation of automobiles from the United States of 369 cars over the export in January, 1913. For the same period in 1914 there was a decrease of importations of 59 cars. This is given as an illustration of the popularity of the car made in the United States, for, although France still leads the world in the export of automobiles, the United States has made the most rapid gains. Another interesting feature of the situation is that the average valuation per car of the automobiles imported is higher than that of those exported, showing that in certain styles of luxurious car foreign makes are still considered superior to domestic cars. United States machines were sold last year (1913) in all parts of the world. Although Europe buys many cars, Canada continues to be the largest single customer for those made in the United States. Large increases are notable in the export to Australia, Asia, and Africa, while sales to South America have practically doubled. An interesting table recently compiled by Consul General Bartleman, at Buenos Aires, shows that the number of automobiles imported into Argentina from the United States during 1913 was 1,296, against 708 in 1912. The recent successful crossing of the Andes in a United States automobile, as well as the notable result of an endurance test in Uruguay, in which, according to a Buenos Aires newspaper, a triumph without equal was obtained for the United States car, are encouraging signs that the value of machines made in this country is becoming recognized.



DELEGATES TO THE SIXTH CENTRAL AMERICAN CONFERENCE, TEGUCIGALPA,
HONDURAS, JANUARY 1, 1914.

Seated, left to right: Sr. Lic. Carlos Lara, Costa Rica; Sr. Dr. Mariano Vásquez, Minister of Foreign Relations of Honduras; Sr. Dr. Víctor Sánchez Ocana, Guatemala. Standing, left to right: Sr. Dr. Pedro José Bustillo, president, Honduras; Sr. Don Emilio Álvarez, secretary, Nicaragua; Sr. Dr. Manuel I. Morales, Salvador.

ADDRESS BY SEÑOR DON FRANCISCO A. GODOY.

The keen appreciation of the desirability of mutual acquaintance and better understanding among the American nations is demonstrated in an especially gratifying manner by the younger men from these countries. In schools, colleges, churches, and clubs, meetings frequently are given over to the discussion of international questions of timely interest, and Latin America receives no small amount of attention. It is at these gatherings that the young students from Central and South America are afforded opportunity to present their views, and the earnestness of these speakers is notably impressive and effective in creating a sympathetic understanding of local conditions. The attention of the *BULLETIN* has just been called to an address delivered by Señor Don Francisco A. Godoy, son of the Mexican Minister to Cuba, before the Business Men's Class of the United Brethren Sunday School at Greensburg, Pa., Sunday morning, March 29. The *Morning Review* of Greensburg, in its issue of the following day, makes the following comment on Señor Godoy's discourse:

The 140 members of the class present listened to a very interesting address on the Mexican situation delivered by Francisco A. Godoy, son of the present Mexican Minister to Cuba. His father was *Chargé d'Affaires* of Mexico in Washington for many years, and the young man received his education in the Washington schools. He is now employed in the Pittsburgh district by the Du Pont Powder Co. Señor Godoy is pleasantly remembered in Washington by his former associates at the Pan American Union and his numerous friends and acquaintances at the National Capital.

WESTERN TRIP OF THE DIRECTOR GENERAL.

In preparation for its extended tour to South America, the Business Men's League of St. Louis, Mo., invited the Director General to deliver an address at its members' conference luncheon, on Wednesday, March 25, at the Mercantile Club. Mr. Barrett pointed out the opportunities for increasing the exchange of trade between St. Louis and its neighboring cities in the middle west with the countries of Latin America. He also spoke of the advantages to be derived from this tour, urging the necessity of an intimate study of the Panama Canal, and calling attention to its influence, when opened, upon Pan American relations. We quote below in part from *Forward St. Louis*, the official paper of the organization, which, in its issue of March 23, makes the following reference concerning the proposed tour:

With a volume of foreign trade already approximating \$50,000,000 a year, St. Louis is undertaking expansion in the Latin American field. April 4 an official delegation representing the Business Men's League will set sail from New York on an extended

tour of the principal countries on the east coast of South America, and this party will devote its energies toward fostering reciprocal commercial relations.

At first the executive committee felt disposed to send a large party of a hundred or more business men to South America and exploit St. Louis as the world's greatest inland manufacturing and jobbing center and as an inland port of widening influence; but this idea was soon abandoned, because a large party would prefer sight-seeing to investigation, and it would be too unwieldy to produce material results.

The league did not care to flash the greatness of St. Louis only in a momentary glow. It wanted to leave a lasting impression on South American business men. The league desired, above all, to obtain the most reliable information and the vital facts about commerce in South America, and to establish relations which would be advantageous permanently both to St. Louis and the large cities of Latin America. The following day Mr. Barrett spoke to the students of the Central High School of St. Louis. On Friday, March 25, he was the principal speaker at the Pittsburgh Traffic Club.

INTEREST IN PAN AMERICAN CONFERENCE.

One of the most pleasing indications of the widespread interest manifested in the relations of the 21 independent Republics of the Western Hemisphere which comprise the Pan American Union is found in the surprising number of requests for the program of the Fifth International American Conference, which will assemble at Santiago, the capital of Chile, in November of the present year. These continued requests from all parts of North and South America are undeniable evidences of the growing interest in Pan American affairs, and express clearly the desirability of developing better understanding and still closer relations between the peoples of America. The special attention, moreover, which this conference of American States is attracting may doubtless trace its origin to the exchange of visits by representative statesmen and scholars, and to touring parties of prominent professional and business men. In response to the general demand, there is printed in another column of this issue the full program of the coming conference, together with other information. Although the program may be obtained in pamphlet form, the supply is diminishing so rapidly that it has been deemed advisable to reproduce it here in full for permanent reference.

CLUB INTEREST IN LATIN AMERICA.

To those who closely follow the varied and increasing manifestations of Pan American interest it is a source of much satisfaction to observe the practical forms in which these find their expression. Scarcely a week passes but the attention of the BULLETIN is called to the organization of some new club for the study of Spanish literature and the Spanish language, or to a society conducting a course of reading of the fascinating histories of the countries of Central and

South America, or the formation of a general symposium including open discussions of international questions concerning the relations of the countries of America. Such interest is of especial significance, indicating as it does the general appreciation of the importance of developing better acquaintance, more intimate knowledge of each other, and thus further cementing the ties of friendship between the independent nations of the Western Hemisphere. In this connection the BULLETIN is pleased to mention the organization of the Spanish Club of Akron, Ohio, composed of about 50 of its prominent citizens, for the purpose of studying the Spanish language and literature. The secretary of the association, which is called El Club Español de Akron, is A. F. Comolly. From New York comes the announcement that a number of men of the evening session at the College of the City of New York have organized a society which they have named the Circulo Ibero-Americano. The object of this organization, according to L. D. Whyte, the secretary, is to make its members more familiar with all things Spanish. In response to continual requests from schools, colleges, and clubs, the Pan American Union has in preparation a pamphlet containing a selected list of books, classified according to subjects, for readings on the countries of Latin America.

SIXTH INTERNATIONAL CONGRESS OF CHAMBERS OF COMMERCE.

That the Sixth International Congress of Chambers of Commerce which will assemble in Paris commencing June 8, 1914, will be a worthy successor to the gathering held in Boston in 1912, is clearly indicated by the program of the Congress, a copy of which has been received by the Director General. In a communication from the Boston Chamber of Commerce, James A. McKibben, its secretary, advises that special arrangements are being made, at the request of a number from the United States who are planning to attend the congress at Paris, to have all the delegates join in a single party. According to the tentative program, the party will sail from Boston on the Cunard Line steamer *Laconia* on Tuesday, May 26, arriving at Liverpool Wednesday, June 3. Several days will be spent in visiting Liverpool, Manchester, and London, at which place the delegates will be the special guests of the London Chamber of Commerce. The party will then proceed to Paris, leaving London on the 7th, and will gather at the opening session on Monday morning, June 8. The organizing committee at Paris has arranged an excellent program, including, in addition to the business meetings, visits to places of interest and sight-seeing tours of the city. Upon the conclusion of the official sessions a two weeks' tour is to be made through many of the most interesting cities of France, concluding with a visit to the Alps.



HON. JOHN L. DE SAULLES,

Envoy Extraordinary and Minister Plenipotentiary of the United States to Uruguay.

Mr. de Saulles, whose nomination for minister to Uruguay was confirmed by the Senate on March 27, 1914, was born in Dunbar, Pennsylvania, May 25, 1879. He is a graduate of the Sheffield Scientific School of Yale University, class of 1901, and later pursued special studies at the Yale Law School. Since leaving college Mr. de Saulles has engaged in business in New York and South America. While in South America he married the daughter of a prominent Chilean family. He goes to his post with a knowledge of the country and a sympathetic understanding of its people.

TRIBUTE TO PAN AMERICAN UNION.

The executive officers of the Pan American Union deeply appreciate the kind reference contained in *Forward St. Louis*, the official organ of the Business Men's League of St. Louis, issue of March 23, 1914, in regard to the assistance rendered to that commercial body in working out plans and details for a South American tour of a number of its representative members. It is a pleasure to quote the following extracts from that article:

The real value of the Pan American Union to the commercial interests of the United States has been demonstrated to the Business Men's League in planning the South American trip. Director General John Barrett and his staff have not only responded quickly and earnestly to every request submitted to them by the league, but they have exceeded promises and expectations in arranging for the comfort of the party and the success of the expedition.

It is difficult to perceive how the commercial interests could make much headway in the Latin American countries without the intelligent cooperation of the Pan American Union's organization. And it is apparent, too, that the Union can be, and no doubt is, of great value to the United States Government. * * *

What the Union does for St. Louis, it does also for Rio de Janeiro, Buenos Aires, Mexico, Lima, and every Latin American city, large or small. What it does for the United States, it does for Brazil, Argentina, Chile, and every country in South and Central America. The benefits of the Union are cooperative.

The working organization of the Union is perfect. It operates quickly and successfully. The Union has the sentiment of all American nations behind it. Pan American in every respect, the Union is uniting countries of North, Central, and South America in a common patriotism.

REPRINTS OF NOTABLE SPEECHES.

Among the latest publications issued by the Pan American Union for distribution there has been received from the press a number of pamphlets containing the addresses delivered at the Fifth Annual Convention of the Southern Commercial Congress, which met in Mobile, Ala., October 27-29, 1913. The speakers on that occasion included President Woodrow Wilson, Señor Don Joaquin Bernardo Calvo, the Minister of Costa Rica; Señor Don Ignacio Calderon, the Minister of Bolivia; Señor Don Federico Alfonso Pezet, the Minister of Peru; Señor Dr. Eusebio A. Morales, the Minister of Panama; Señor M. J. Ferreira da Cunha, Consul General of Brazil at New York; and Director General Barrett of the Pan American Union. Owing to pressure of official business in Washington, Secretary of State Bryan was unable to attend the congress, but sent a letter to the congress which was read at the Pan American session and is included in this reprint. The importance and high character of all these addresses have created a general demand for copies of them and they have therefore been reproduced under one cover. These pamphlets may be had upon request by addressing the Pan American Union.

CALL FOR DELEGATES TO SANITARY CONFERENCE.

The Pan American Union takes pleasure in directing attention to the official correspondence in regard to the call for the Sixth International Sanitary Conference to be held in Montevideo, Uruguay, December 13-21, 1914. This gathering will assemble under the auspices of the Government of Uruguay and will be presided over by Dr. E. Fernández Espiro. Complete data and the tentative program are printed in full elsewhere in this issue. It is earnestly hoped that representatives will be delegated from every American Republic to participate in the proceedings of this conference which is doing such an important work in maintaining and promoting the highest standards of hygiene and sanitation in the Republics of America.

FOURTH INTERNATIONAL RUBBER CONGRESS.

Previous mention has already been made in the columns of the Bulletin concerning the Fourth Rubber Exhibition and International Rubber Congress which will be held at the Royal Agricultural Hall, London, June 24 to July 9, 1914. Further advices from London urge all those who plan to participate in the discussions or who desire to either submit or read papers dealing with any subject connected with the growing, curing, or manufacture of rubber, or the possible expansion of its uses, to register their names as early as possible with the honorary secretaries of the International Rubber Congress, exhibition offices, 75 Chancery Lane, London, W. C. The papers read at the congresses of 1908 and 1911 by planters, chemists, and manufacturers in connection with the production of rubber, together with the discussions which followed, have been reproduced in two books that remain valuable works of reference on every question of the rubber industry. These gatherings serve to bring forth the experience of experts from every rubber growing country in the world and rank among the most important industrial conventions held.

ARGENTINA HONORS BOSTON.

Señor Dr. Rómulo S. Naón, Minister of the Argentine Republic to the United States, has informed Mayor James M. Curley, of Boston, that the people of Argentina are to present to Boston a bronze statue of Sarmiento—Dr. Domingo Faustino Sarmiento—a former President of that country and one of its great national heroes and patriots. The mayor suggests that the statue be placed in front of the city's public library, a fitting place indeed for this monument to such a man. The gift is a tribute to the United States, and par-



Photograph by Leet Bros.

THE BUCKNER TROPHY, PRESENTED TO THE NATIONAL SHOOTING ASSOCIATION OF ARGENTINA (TIRO FEDERAL ARGENTINO).

The silver cup, a gift of Col. Edmund G. Buckner, of Wilmington, Delaware, was presented to the Argentine shooting association as a permanent trophy to encourage long-range rifle shooting in South America. The first holder of the cup will be Señor Antonio Daneri, member of the Argentine team who made the highest score in the Palma contest at Camp Perry during the international matches last September. Hereafter it is to be shot for by members of the Tiro Federal Argentino, the Argentine Army, and the Argentine Navy. Each year the winner's name is to be engraved on the cup. The trophy is of sterling silver. In the panels on either side of the inscription are the coats of arms of the Argentine Republic and of the United States. The cover represents the Western Hemisphere with hands that have been pushed through Argentina and the United States and clasped holding the liberty pole.

ticularly to Boston itself, because of the great love shown by Sarmiento for that country, and because in Boston he received, especially from Horace Mann, such abundant encouragement and assistance in his plans for the establishment of a thorough educational system in his own country. The money for the statue is obtained from popular subscription. Sarmiento's name is as venerated in Argentina as is that of Lincoln in the United States, and there is a strong parallel to be drawn between the lives of the two men. Both were born far removed from the activities and ambitions of the city; both had a hard struggle to gain that self-education which each craved; both worked up from poverty and obscurity to prominence and to the presidency of the nation, the highest gift at the hands of the people; each saw his country torn by civil war and factions made bitter by political dissensions. But both lived to see peace and an approaching prosperity about to crown their efforts. Both also believed with an unswerving faith in the foundation of the republic upon education. Therefore a statue of Sarmiento in Boston means much as a proof of the fundamental friendship between the two peoples.

TABLES OF DEPTHS IN CHANNELS AND HARBORS.

The United States Coast and Geodetic Survey, Department of Commerce, has issued a revised edition of this Tables of Depths, and copies of it may be obtained free from that department on application. This volume must be of interest to vessel owners, masters, port authorities, and others who should have knowledge on these matters, for, from the increased shipping stimulated by the opening of the Panama Canal, a greater number of entries into all harbors mentioned is to be expected. At present this table, with information of the depths in the principal ports, channels and anchorages, covers the United States, Alaska, Porto Rico, the Canal, Hawaii, Philippine Islands, Marianas Islands, and Samoa.

MEETING OF MEDICAL CONGRESSES.

Announcement has just been made of the meeting dates of two important medical conventions, the Seventh Pan American Medical Congress and the Sixth Latin American Medical Congress. A recent communication from Señor Don Federico Alfonso Pezet, the Minister from Peru in Washington, conveys the information that at one of the closing sessions of the last Latin American Medical Congress held at Lima, Peru, the city of Habana, Cuba, was designated as the place for holding the sessions of the sixth conference in August, 1917, and further states that the Seventh Pan American Medical Congress will be held at San Francisco in 1915.

TO STUDY SOUTH AMERICAN CULTURE.

In the February number of the BULLETIN announcement was made of a proposed study tour under the auspices of the American Association for International Conciliation for the purpose of studying the intellectual and cultural development in South and Central American countries. Additional information is now at hand from Dr. Henry E. Bard, director of the Pan American division of the association, in which he states that this party will sail from New York on May 30. College and university professors, to the number of about 15, will devote 10 weeks to the tour in an endeavor to further international peace by drawing closer the cultural and intellectual relations between the United States and the Republics to the south. The itinerary as outlined includes stops at the following points: Barbados, Bahia, Rio de Janeiro, São Paulo, Montevideo, Buenos Aires, Santiago, Valparaiso, Coquimbo, Antofagasta, Arica, Mollendo, Callao, Salaverry, Pacasmayo, Eten, Paita, Panama, Colon, Cartagena, Puerto Colombia, Santa Marta, and Kingston. The party will return to New York, August 20.

INTERNATIONAL QUESTIONS AT PHILADELPHIA.

The meeting of the American Academy of Political and Social Science held in Philadelphia Friday and Saturday, April 3 and 4, 1914, was interesting, and special credit is due to Dr. L. S. Rowe and Prof. Emory R. Johnson for carrying it through to a successful consummation. The general topic under discussion was "Present International Relations and Obligations of the United States." Under this head the present status of the Monroe doctrine was discussed by the following speakers: Director General Barrett, presiding officer, first session; Rear Admiral F. E. Chadwick; Rear Admiral C. M. Chester; Hon. William A. MacCorkle, Lt. D.; Leopold Grahame; John H. Latané; J. S. Daugherty; A. J. Montague, presiding officer, second session; A. Maurice Low; Joseph Wheless; Charles M. Pepper; Charles H. Sherrill. "The Mexican Situation: Its Problems and Obligations" was discussed by the following: Willard Saulsbury, presiding officer, third session; Albert Bushnell Hart; Hon. Henry Lane Wilson; Señor Don Roberto V. Pesqueira; Frank W. Mondell; Austen G. Fox, presiding officer, fourth session; Simon N. Patten; Alfred Bishop Mason; Leslie C. Wells; Maj. Cassius E. Gillette; L. S. Rowe. "The Policy of the United States in the Pacific" was discussed by the following: Rear Admiral C. H. Stockton, presiding officer, fifth session; Ellery C. Stowell; Rear Admiral Richard Wainwright; T. Iyenaga; J. G. Kasai. And "The Elements

of a Constructive American Foreign Policy" was discussed by the following: T. P. Gore, presiding officer, sixth session; W. Morgan Shuster; John Sharp Williams; John Temple Graves; Edward W. Townsend.

INDUSTRIAL HYGIENE IN CHILE.

The large industrial establishments in the United States, as well as in many other parts of the working world, are giving better and closer attention to the welfare of their employees, and every such step is a credit to civilization. It is a pleasure, therefore, to call attention, as has been done in former instances, to progress of this nature in Latin America, where much has already been done and where more will be done in the future to benefit the community in which labor is the largest factor. The recent improvements suggested in the mining expansion of the copper region of Chile is a case in point. The company that has just purchased the mines at Chuquicamata estimates the ore deposit at about 200,000,000 tons, and to remove this quantity it will be necessary to excavate 5,000,000 more cubic yards of earth than were removed in cutting the Panama Canal, and that to get out the known ore wages paid to Chilean labor will amount to \$225,000,000. To protect these laborers, therefore, so that they will have the best surroundings while at work, the company is now building a model city at the mines. The preparation for the health, comfort, and pleasure of the community shows great foresight. There will be a soldiers' barracks, public schools, a theater, a hospital and quarantine, churches, a public library, besides, of course, thoroughly equipped dwelling houses. Electric light and power is to be supplied, and drainage will be of a scientific character. Thus on the mountain there will spring up a city which will be an example. It will try to become and to maintain itself as the most healthy city in the country, and the working people there will have opportunities for hygienic living not always obtainable in more highly developed parts of the world.

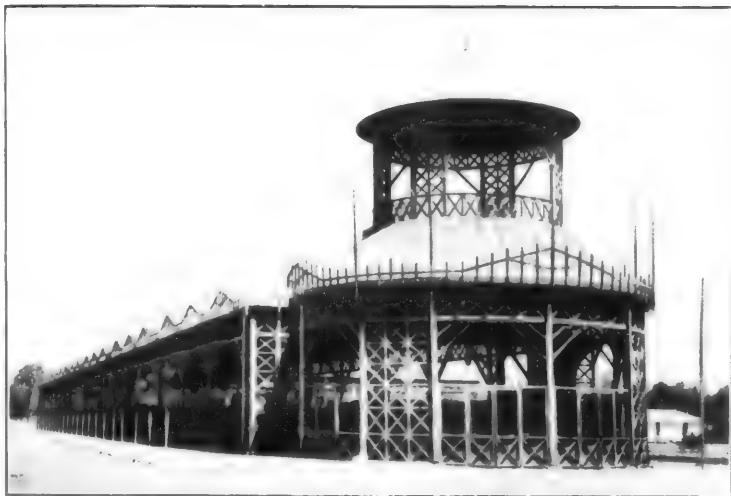
THE "LAPLAND" TO CRUISE AROUND SOUTH AMERICA.

Another important move which reflects the interest of the general public in Latin American countries is the announcement that the magnificent steamship *Lapland* is to cruise around South America with a large party of tourists and business men. The *Lapland* belongs to the Red Star Line and is a popular vessel engaged in trans-Atlantic passenger traffic. She is of 28,000 tons displacement, has a length of 620 feet and a breadth of 70 feet, and is known as a very

steady vessel. There are many cabins de luxe; the decks are spacious and some of them inclosed with glass; and one of the large dining saloons is to be used exclusively for entertainments, such as amateur theatricals, lectures, motion-picture plays, etc. The cruise will be under the management of the Gates Tours Co., of Toledo, Ohio, a firm that has long been successful in conducting tours to Mexico, the West Indies, Alaska, and other parts of the world. Shortly after the announcement was made, 150 persons had engaged accommodation for the entire cruise, a fact which assures the consummation of the well-planned enterprise. The start will be made from New York on January 23, 1915. The first call will be Habana, where the vessel will remain two days; the next stop will be at Kingston, Jamaica, and passengers will have one day of sightseeing in that interesting port; the passage through the Panama Canal will follow, with a stop in Panama City. From the latter port the *Lapland* will sail for Callao, Peru, and remain in port several days, thus permitting the tourists to proceed by rail to the Peruvian capital, 8 miles inland. Sailing from Callao, the ship will visit the leading ports of Peru and Chile and finally pass through the Strait of Magellan or around Cape Horn, calling in turn at Buenos Aires, Montevideo, Santos, Rio de Janeiro, Bahia, Para, Port of Spain, San Juan, Nassau, etc., and is due in New York on April 11. The entire cruise will cover a period of 78 days and the distance traveled will be more than 18,000 miles. The commercial phases and the opportunities offered business men to become personally acquainted with possibilities and conditions all over South America, judging from the applications for membership in the party, appear to be quite as popular as those from the tourist standpoint.

EXPOSITION OF UNITED STATES PRODUCTS IN CHILE.

The organization of the Chilean-American Permanent Exposition Co., for the purpose of placing before the people of Chile the machinery, manufactured articles, and other products of United States industry and commerce, reveals a combined effort on the part of North American and Chilean interests to bring these two countries together into still closer ties of friendship through an increased exchange of commerce. It is the plan of this company to establish a permanent exhibition of these products at Santiago, Chile, and the Chilean Government has evidenced its sympathy with the movement by placing at the disposal, free of charge, the spacious exposition building erected for the Chilean Centennial Exposition in 1910. In turn, the interest of the United States in this effort to further promote the commercial relations between it and the Republic of Chile, will be



THE QUINTA NORMAL DE AGRICULTURA AT SANTIAGO, CHILE, WHERE UNITED STATES PRODUCTS WILL BE PERMANENTLY EXHIBITED.

The Quinta Normal has been placed at the disposal of the Chilean-American Permanent Exposition Co., by the Government of Chile, for the display of machinery, manufactured products, and other articles of export from the United States. Within the spacious grounds of the Quinta Normal are also found exhibits of the agricultural and mineral resources of the country. Here, too, are situated a museum of fine arts, a zoological garden, and a number of experimental stations for the cultivation of trees, vines, and other products.



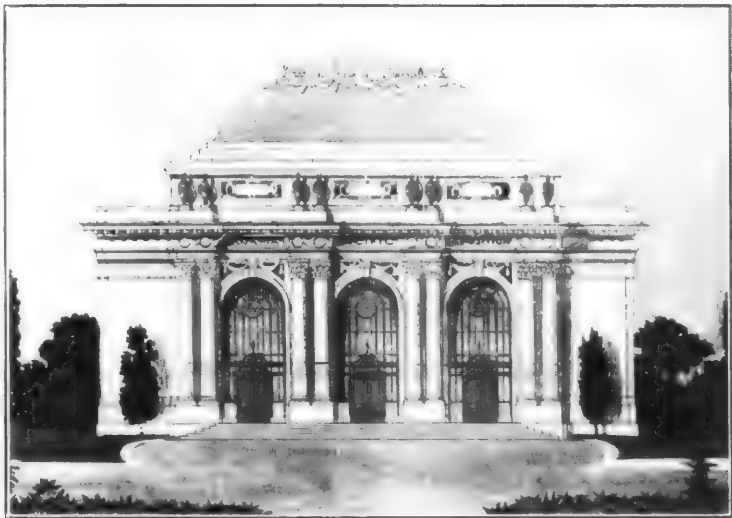
THE SAN CARLOS ARCADE, PLAZA DE ARMAS, SANTIAGO, CHILE.

The exposition company will also have accommodations in the San Carlos Arcade for the display of exhibits. This arcade contains numerous fashionable stores and is one of the most attractive shopping districts in Santiago.

evidenced at the opening of the exposition in November. At that time it is hoped the Secretary of State of the United States, who will be in attendance at the Pan American Conference, will honor the occasion with his presence and formally open the exposition. Mr. A. Hamilton West, the manager of the company, is at present in the United States working out details of the exposition. He may be reached in care of Señor Don Ricardo Sánchez Cruz, the consul general of Chile in New York City. Mr. West was formerly United States vice and deputy consul at Valparaiso. This exposition in Chile, on the West Coast of South America, has its counterpart on the East Coast in the exhibition sample rooms of the Chicago Association of Commerce at Buenos Aires.

COMMERCIAL INFORMATION ON LATIN AMERICA.

With the March issue of the BULLETIN the commercial reviews of the various countries of South and Central America for the past year have been brought to a close. In the same issue there was also published the general survey of the foreign trade of Latin America with special attention directed to the distribution of this commerce, the percentage of increase or decrease, and the general character of the trade. These reviews have formed a feature of the BULLETIN for many years, and are the subject of favorable comment on the part of representative commercial organizations, exporters and importers, and others interested in the upbuilding of a greater commerce between the United States and the other American Republics. In accordance with our custom the statistical reviews with up-to-date descriptive data are now available in pamphlet form for each country separately and may be secured gratis upon application to the Pan American Union. In this connection the BULLETIN is pleased to note the expressions of commendation it has received on the series of articles entitled *A Commercial Traveler in South America*, which commenced with the January, 1914, number. The first two of these articles have been reprinted in pamphlet form to meet the demand from commercial organizations, commercial travelers, and big business interests. Especially great has been the request from concerns which contemplate sending representatives into the South American field and desire to obtain first-hand practical information as to itineraries, matters of money and credit exchanges, climatic conditions, and other details essential for the person traveling to these countries for the first time.



Courtesy Panama-Pacific International Exposition Co

EXHIBITION BUILDING OF THE REPUBLIC OF GUATEMALA AT THE PANAMA-PACIFIC INTERNATIONAL EXPOSITION, SAN FRANCISCO, CALIFORNIA, 1915.



Courtesy Panama-Pacific International Exposition Co.

EXHIBITION BUILDING OF THE REPUBLIC OF HONDURAS AT THE PANAMA-PACIFIC INTERNATIONAL EXPOSITION, SAN FRANCISCO, CALIFORNIA, 1915.

ADDRESS OF HON. ROBERT BACON AND OTHERS AT REPUBLICAN CLUB.

How to draw the countries of Latin America and the United States into closer relations was the topic which engaged the attention of nearly 150 guests at the nonpartisan Saturday discussion of the Republican Club of the city of New York on Saturday, March 21, at the quarters of the association, 54 and 56 West Fortieth Street. The meeting was one of a series of Saturday luncheons, followed by a program of speeches on some topic of general interest, held under the auspices of that club. "How can Latin America and the United States be drawn into closer relations?", the subject of the day, proved to be of unusual interest, and the speeches delivered on this occasion made a favorable impression upon the listeners and stimulated much enthusiasm. The speakers, well known in Pan American circles, included such men as Hon. John L. de Saullés, the United States Minister to Uruguay; Hon. George W. Wickersham, former United States Attorney General; Hon. Robert Bacon, former Assistant Secretary of State and ambassador to France; Hon. Charles H. Sherrill, former United States minister to Argentina; Señor Don Manuel Gonzalez, consul general of Costa Rica in New York; Dr. M. de Moreira, of the United States and Brazil; Señor Don José Roura, of Cuba; Rev. David J. Burrell, D. D., chaplain; and Mr. W. A. Reid, of Pan American Union staff. Mr. Edward F. Cragin presided. Of especial historical interest was the address of Mr. Bacon, who recently returned from a tour of South America, under the auspices of the Carnegie Endowment of International Peace, where he spoke at a number of the capital cities. He traced the growth of Pan Americanism from its early beginnings under Henry Clay through its more marked advancements under Secretary of State James G. Blaine. He then directed attention to the service rendered to Pan American relations by the South American tour of Hon. Elihu Root, as Secretary of State. Referring to the various activities of the Carnegie Endowment for the promotion of better understanding and international peace, especially among the nations of the western hemisphere and of his own trip to South America, Mr. Bacon said:

We hear a great deal said about "Latin America," but error is sure to arise from any consideration of Latin America as a whole, for its republics and the peoples who compose them differ as radically as the governments and peoples of the several European States differ from each other. But the citizens of our sister republics of this continent, or, at least, those with whom I have had the pleasure to be brought in contact, possess certain characteristics in common. They are animated by lofty ideals and the most ardent patriotism. Any movement which has humanitarian purpose is sure to receive their cordial support. The extreme friendliness and courtesy of my reception as the representative of the Endowment for International Peace, the unflinching kindness of all those in official and unofficial life, and spontaneous

response and cooperation that was everywhere found have left an impression I shall never forget.

All of the countries which I visited gave every evidence of sincere friendship for the United States. We are traditionally bound together by ties of nature and history and by similar struggles for independence, common love for liberty, and the fact that we live on the same hemisphere under republican forms of government. These bonds of sympathetic union are, I believe, much more keenly appreciated by our neighbors than they are by many of our citizens. * * *

Our ignorance of the affairs, past and present, of the nations to the south of us is too apparent to be denied. We do not realize the tremendous obstacles they have overcome, and we are only very slowly learning to appreciate the greatness of their resources, the magnitude of some of the States, their incalculable wealth, their present strength and greatness and certain brilliance of their future, and the loyal patriotism and devotion of their people. In order to know our neighbors to the south and to understand their sentiments our people must know their heroes. We must know their histories, their ideals, their sublime feats of courage, their temptations, their weaknesses, their failures, and their victories if we really wish to understand the hearts of these neighbors of ours who at all times have been ready to lay down their lives in the cause of freedom. It is only by such understanding that we can really be drawn more closely together. The ties of trade and commerce will serve but little purpose if we fail to establish closer bonds of mutual sympathy and intellectual union. * * * Mr. Bacon concluded his remarks with a plea for reciprocal relations. "We must demonstrate to them our sincere desire for American solidarity by acts of friendship," he said, and then quoted the words of President John Quincy Adams in a message to Congress apropos the appointment of envoys to the Pan American conference called together at Panama by Boliver:

"The first and paramount principle upon which it was deemed wise to lay the corner stone of all our future relations with them (our sister American republics) was disinterestedness; the next was cordial good will to them; the third was a claim of fair and equal reciprocity."

These sentiments, which served as the "corner stone of all our future relations," are applicable to-day as when they were written, 88 years ago. The address of Mr. Bacon, which entered more extensively into historical details underlying peace and friendship, was preceded and followed by more or less informal addresses by other speakers whose names have been mentioned, and whose remarks were enthusiastically received. At the close of the meeting, and upon invitation of the representative of the Pan American Union, many members of the club availed themselves of the privilege of securing information and data prepared by the Union.



BOOK NOTES

The South American Tour. By Annie S. Peck. Illustrated chiefly from photographs by the author. New York: George H. Doran Co. 398 pages and a map. Prices \$2.50.

The author of this book, Miss Annie Peck, needs no introduction to students of South American affairs, because she has devoted so much of her life and energy to this chosen field and because her former publications have demonstrated her ability to record her experiences and impressions. Therefore the reader expects to find the book full of practical information, well seasoned description, and sensible advice, much of it gathered from personal experiences on the spot. Reading the book justifies the expectation. This is a fine attempt to prepare for the public a comprehensive guide-book on what may be called the tourist areas of South America; that is to say, to place between two covers a running commentary on what the traveler should see, and how best to be able to see it, in the usual tour of the continent extending over four to six months. Miss Peck has successfully accomplished this purpose. She divides the book into 33 chapters, beginning with an analysis of what the tour is, how and when to go, and the cost. Then (Miss Peck seems to select the route down the west coast and up the east coast) follow details on Panama and the canal, Ecuador, Peru, Bolivia, Chile, Argentina, Uruguay, and Brazil. There is given also a side trip to Paraguay and the Falls of Iguazu. The omissions are of the Guianas, Venezuela, and Colombia. It is not claimed that Miss Peck has visited every spot mentioned in "The South American Tour," nor that mistakes can not be discovered in what is explained or described. Mistakes are, however, commendably scarce, and the personal touch in much of the text gives a charm to the pages which few guidebooks and not even many volumes of travel possess. Details as to hotels, railways, art museums, etc., are freely given, so that the stranger finds many a sensible suggestion, both as to how to travel and how to amuse himself with whatever sightseeing the various places can offer to the tourist. The final chapter touches the great problems of South American trade, and gives simple truths which even the tourist may find interesting. The 87 photographs illustrate well the conditions described and are carefully chosen. The map is serviceable, though small. It can in all justice be stated that Miss Peck has added an original and needed volume to the growing literature on South America.

A. H.

A Spanish Grammar. With exercises in translation and composition, reading lessons, list of idioms, and a glossary. By William A. Kessen, teacher of Spanish, Hillhead High School, Glasgow. William Blackwood & Sons, Edinburgh and London. 303 pages, small 12°. 3 shillings and 6 pence (about 80 cents).

Brief Spanish Grammar. By E. S. Ingraham, associate professor of romance languages, Ohio State University, D. C. Heath & Co., publishers, New York. Small 12°. \$1.10.

That the study of Spanish must be popular is evidenced by the many grammars of that language coming from the press. Some are quite new, others are completely revised and brought up to date, while a few are condensed editions of larger works that are suited for advanced linguistic study. These two smaller grammars recently added to the library of the Pan American Union are of the practical kind, attempting to give in a condensed form all the elements of grammar needed for a working knowledge of reading or expressing one's ideas. They are carefully prepared by scholars, and serve their purpose. Any student using either of these books can acquire the necessary rudiments of Spanish, and ought to find through them a trustworthy introduction to the larger field of that beautiful language.

La Vida de Vasco Núñez de Balboa. Por D. Manuel José Quintana. Edited with notes and vocabulary by George Griffin Brownell, professor of romance languages, University of Alabama. Ginn & Co., Boston. 112 pages. Price, 65 cents.

Manuel José Quintana (1772-1857), the author of the life of Balboa, was a Spanish author full of lofty patriotism, who did much to arouse his countrymen to a spirit of nationality and who through his writings made a name for himself in Spanish literature. In his "Vidas" Quintana presented to the people a historical series of the lives of Spain's great men of action, but he did not complete his purpose, as so many other tasks and duties intervened. Among his best known lives, however, is that of the explorer and discoverer of the Pacific Ocean, Vasco Núñez de Balboa, whose name will always be associated with that of Panama. It is a Spanish classic, and the editor has done well in presenting this edition to English readers who wish to study such a composition, but who may need, perhaps, the help of a specially prepared vocabulary and the explanatory notes given in this edition. Especially at this time, when Balboa's name is attaining the fame it deserves, does such a book prove helpful in showing what a beautiful language is pure and classical Spanish.

La América del Sud. Observaciones e Impresiones. Por James Bryce. Traducido al Castellano por Guillermo Rivera. (South America, by James Bryce, translated into Spanish by William Rivera.) With maps. The Macmillan Co. 1914. New York. 475 pages. Price, \$2.50.

The well-known work in English of the lately retired British ambassador to the United States has now appeared in this Spanish translation, and will undoubtedly be read by those who either could not obtain the book in its English form or who will appreciate it the more because of its availability in the language of the countries about which most of the chapters are written. There are 16 chapters, the first beginning with the story of Panama and its Isthmus, the next 5 being devoted to the study of the main features of the west coast of South America. Chapter VIII describes the author's trip through and impressions of Magellan's Strait, while Argentina, Uruguay, and Brazil have each a chapter to themselves. The last 5 chapters are given to a discussion of the general conditions characteristic of all South America, touching on the development, races, relations to Europe, political features, observations, and prophecy. What the author has to say on any topic must be well worth reading, as his profound study of other vital questions of social phenomena bear constant witness. What he particularly has to say about South America is the reflection of a thorough preliminary preparation for this book, added to a carefully planned tour of each country discussed. Presented in this Spanish dress the ideas lose nothing of their vigor, and in a certain sense even gain in charm by the use of this excellent Castilian. For those who may wish to read the "South America" of Mr. Bryce for the first time, or to follow his ideas by means of the Spanish, this book can be strongly advised.

A. H.

Almanach de Gotha. 1914. This genealogical, diplomatic, and statistical annual, the one hundred and fifty-first edition, is now on the shelves of the Library of the Pan American Union, and needless to say is one of the most frequently consulted reference books. The articles on the Republics of Latin America contain data which meet many purposes, and are sufficiently complete for ordinary wants. The series of the back years provide an invaluable source of information on points that in some cases can not be otherwise so satisfactorily settled.

Hazell's Annual for 1914. Twenty-ninth year of issue. While Hazell's occupies a somewhat different field from that of the Almanach de Gotha, it is at the same time of equal merit and value for the quick and trustworthy appeal to a contemporary authority. One feature of the annual is the concise history given therein of the progress of the past year, and the description of political activities on many vital questions. Hazell's also is freely consulted in the library.

The Gazette-Times (Pittsburgh) Almanac, 1914. A carefully prepared index of the events chiefly within the United States, with quite extensive references to the events in the sporting world and records made. Price, 25 cents.

The Commercial Guide and Business Directory of Porto Rico. A classified directory of the business interests of the island. Published by F. E. Pratt, 32 Bond Street, New York City; 12 Allen Street, San Juan, Porto Rico. Price, \$2.

The Coal Resources of the World. An inquiry made upon the initiative of the executive Committee of the Twelfth International Geological Congress, Canada, 1913, with the assistance of geological surveys and mining geologists of different countries. Edited by (members of) the Geological Survey of Canada. With plates and illustrations in the text and accompanied by an atlas of maps. Three volumes, with atlas. Publishers, Morang & Co. (Ltd.), Toronto, Canada. 1913. Price, \$25.

These three splendidly published volumes on the coal resources of the world represent undoubtedly the latest research into this very important supply for human needs. The subject is exhaustively treated, and every available item of information, in whatever degree it may apply to our knowledge of coal and its location on the globe, is here given in extensive form. There are numerous tables related to the statistics on coal, and abundant chemical and geologic data to accompany the general subject. In the pages devoted to Latin America are given summaries of the coal areas of Honduras, Guatemala, Salvador, Costa Rica, Nicaragua, and Panama, in Central America; Colombia, Venezuela, Ecuador, Peru, Brazil, Bolivia, Uruguay, Argentina, Chile, and Paraguay, in South America. The West Indies, British Honduras, and the Guianas are also mentioned. The best-known fields of the world—United States, England, Germany, Japan, and Australia—receive full attention. These three volumes, quarto, 1,360 pages in all, have illustrations in the text, but the atlas, twice the size of the volumes, has 68 pages of maps, most of them geologically colored. This publication is issued with the same purpose as the *Iron-Ore Resources of the World* (in two volumes). Certainly they must be authoritative, and belong in every library which may have a call for works of this standard character.

Royal Spain of To-day. By Tryphosa Bates Batcheller. Longmans, Green & Co., New York, London, Bombay, and Calcutta, 1913. Large octavo. 614 pages. With 5 photogravures, 6 color plates, and 80 half-tone plates on cameo plate paper. Price, \$5. (Dedicated by special permission to Their Majesties the King and Queen of Spain.)

The present volume gives us an interesting picture of Spain of to-day. The book is largely an account of a motor trip across the Spanish Peninsula, taken with Her Royal Highness the Infanta Eulalia, and in these pleasant chapters are found many an effective description of society, art, and architecture, and of the social reawakening of the country. The style is lively, and there are charmingly introduced many intimate letters to the authoress from her friends among the royal family of Spain. As it must be remembered that Spanish America owes much of its customs, traditions, and manners of thought to the Spain to which it looks back as the mother country, so a knowledge of the Spain of the present is of vital importance in interpreting the character and movements in this part of the western world. To study Spanish America through the keen eyes of such a writer and observer is therefore to gain additional insight into the republics speaking a common language.

The Continents and Their People. South America. A supplementary geography. By James Franklin Chamberlain, State Normal School, Los Angeles, and Arthur Henry Chamberlain, Pasadena, Cal. New York: The Macmillan Co. 12mo. 189 pages, illustrated. Price, 55 cents.

As the title-page states, the book is a supplementary geography, written for study in schools and for use in connection with geographies. It accomplishes its purpose well

by giving a pleasing picture of each republic of South America, as well as of the Guianas, with special chapters devoted to coffee, Buenos Aires, cacao, and the Turtle Islands. The book is not only readable by itself, but should become a handy textbook for classes interested in this topic. The preface calls especial attention to the work of the Pan American Union in its effort to increase the study and knowledge about the countries of Latin America.

Handbook for San Francisco. The Chamber of Commerce Handbook. Historical and descriptive. A guide for visitors. Written and compiled by Frank Morton Todd. San Francisco, 1914. Published by the Chamber of Commerce. Copiously illustrated, and with a map of the city. 345 pages.

In anticipation of the Panama-Pacific Exposition the Chamber of Commerce of San Francisco has authorized this publication, and certainly it gives very complete information not alone of the city itself, but also of the history of the State of California and of many interesting facts relating thereto. It seems hardly possible that a better guide to the city for both strangers and residents alike can be prepared.

O'Higgins of Chile. A brief sketch of his life and times. By John J. Mehegan. With illustrations. London: J. & J. Bennett (Ltd.). 12°. 243 pages.

A good and interesting biography of O'Higgins, one of the great heroes of Chile's war of independence. A commendable feature of the book is the proper praise given to the father of the hero, a man who himself did much for his adopted country when it was still a Province of Spain. To read the deeds of O'Higgins and his accomplishments, into which the author has tactfully woven an outline of the history of Chile's struggle, is to gain a better acquaintance with that splendid epoch in South America. As this is almost the only source in English in which O'Higgins's life is accessible in detail, the author deserves credit for his work.

Reminiscences of Diplomatic Life. By Lady Macdonell. Adam & Charles Black. London, 1913. 12°. 292 pages, with 19 illustrations. Price, \$3.

The interest in such a book of experiences lies in the fact that Lady Macdonell was born in Buenos Aires and married there, later accompanying her husband to Spain in his diplomatic mission, and seeing also Lisbon and Rio de Janeiro in the same way. Many delightful paragraphs, therefore, are written on life in these three Latin capitals, and an insight is given into habits and customs of earlier times which would be otherwise difficult to obtain.

Deutsche Arbeit in Chile. That the Germans have been persistently active in Chile finds an added illustration in this publication, in two volumes, issued by the Deutscher Wissenschaftlicher Verein (German Scientific Society) of Santiago, in celebration of the Chile centennial. The context consists of a series of essays by recognized authorities on such activities in which Germans have taken part, as the development of the army, of the church, in the merchant marine, in education, and numerous other fields.

Guatemala, seine Reichtuemer, Entwicklung, seine Fortschritte (The Resources, Development, and Progress of Guatemala) is an article prepared with the encouragement of President Estrada Cabrera about that Republic.

Argentinien einst und jetzt (Argentina, Past and Present). This is a pamphlet issued by a German colonization society which has secured an area of land south of Bahia Blanca and plans to attract settlers from Germany on it. There are given data about the country and its possibilities for homes of interest to all, but particularly to the emigrant.

Bolivia und seine wirtschaftliche Bedeutung (Bolivia and Its Economic Significance). By Arthur Posnansky. A pamphlet, well illustrated, of 20 pages, reprinted

from "Süd- und Mittel-Amerika," in Berlin, 1913. The author is secretary of the La Paz Geographical Society, and as such speaks with personal knowledge of his home in America. His presentation of the subject is full of enthusiasm and he predicts a progressive future for Bolivia.

Bolivien in Wort und Bild (Bolivia, Described and Illustrated). By Max Josef von Vacano and Hans Maltis. Second edition, with 132 illustrations and a map. 227 pages. 8°. Berlin, 1911. Dietrich Reimer.

The interest in Bolivia is increasing constantly, and a sufficient proof of this can be found in the demand for a second edition of this German book. The authors know their Bolivia from personal experience, and speak with that exactness and scientific observation which go so far to make of permanent value the data herein presented. Their subject is divided into two parts, the first treating of the history, the second of the present aspects of Bolivia. In the second part they describe the forests; the Tropics, especially of the Madeira and Mamore regions; then the Departments of La Paz, Oruro, Potosi, Cochabamba, Chuquisa, Tarija, Santa Cruz, and the Gran Chaco. A glance is attempted at the future of the country. Considerable attention is given to a study of the native Indians, and many anecdotes of their present life are recorded. The book will be useful as a source of substantial information on Bolivia.

Vom Urwald zu den Gletschern der Kordillere (From the Forests to the Glaciers of the Cordellera). Two expeditions for study in Bolivia. By Dr. Theodor Herzog, Zurich. With 10 copper plates, 3 maps, and 88 illustrations from original photographs by the author. Stecker & Schroeder. Stuttgart, 1913. 270 pages. Price, 11 marks (\$2.75).

Dr. Herzog, a professor of botany in the technical high school in Zurich, had made in 1906 one trip through the tropical part of lower Bolivia and into the highlands of that Republic, but these studies begun at that time he continued from September, 1910, to January, 1912, and so impressed was he by the resources of the country that, in addition to his more technical reports, he contributes this book to the intimate knowledge of this interior region of South America. There are 10 chapters describing his trip from Buenos Aires up the river (Paraguay) to the Bolivian boundary, thence to Santa Cruz, his stay in that neighborhood for some weeks, his experiences with the Indians on the Pilcomayo River, his ascent to the plateau at Cochabamba, and his investigations between that city and La Paz. Much of the book is new material of highest interest to student and traveler alike, and all of it is of decided value, for it is characterized by that thoroughness so essentially German. Publications of this class in the library of the Pan American Union help to make Bolivia understood and appreciated, and it is therefore a welcome addition to the shelves.

America As I Saw It, or America Revisited. By Mrs. Alec-Tweedie. New York: The Macmillan Co. 1913. 475 pages. Price, \$3.

This is the author's fourteenth book, and, like a number of its predecessors, will doubtless have a large sale. It is a book that Americans should read, for it tells them of faults as well as virtues. Certain branches of society may be offended at the author's frank remarks; certain religious denominations will censure her deductions; but the broad-minded individual will read the book from cover to cover and derive much benefit and enlightenment. We Americans are prone to think of ourselves from our own standpoint; but a careful perusal of this book reveals faults as seen by a close observer from over the sea, yet the full credit given our institutions and our people counteract in a way the other shortcomings.

The author has visited the United States a number of times and traveled from one end of the county to the other; in social Washington, "noisy New York," windy Kansas City, or balmy New Orleans, she was entertained in the most representative

homes, and thereby gained an insight into life and conditions which are reflected in the pages of her book. In lower walks of life also she saw much to admire and much that is wretched, all of which goes to make up the sum of living.

The book is divided into 21 chapters, beginning with the author's arrival in New York. "Chicago experiences," in which she asks, "Where are the men?" the real cultured gentlemen, are interesting and cover 30 pages; "Disappearing home life" fills another chapter; while "Clubland and chatter" occupy 20 or more pages. Other interesting chapters are "What is an American?"; "Manners and customs"; "Prairie peeps"; "Christmas and Edison"; while the last chapter, entitled "What is it all about?" sums up the author's experiences, which on the whole are pleasant and well worth reading.

"I love America," says the author, and * * * "we see faults most distinctly in the people we love best, and so it is with a traveler and writer in the lands they care for most."

W. A. R.

Tin Deposits of the World. By Sydney Fawns, F. G. S. The Mining Journal. London, 1913. 306 pages. Price, 15 shillings.

This is the third edition of the author's important work. The present volume has been largely rewritten and every effort made to bring the information up to date. Some interesting and practical details have been added to the chapter on "Alluvial tin mining," while it has been necessary to curtail chapters on deposits of New South Wales, Queensland, and Tasmania, as the center of interest in tin producing has considerably changed within recent years. On the other hand, the chapters dealing with Bolivian deposits and those of Nigeria, the Transvaal, and Swaziland have been given more attention.

The first chapter deals with the early history of tin mining; the second chapter tells about tin deposits in general, while the third relates to alluvial tin mining. The deposits of each tin-producing country are described in detail, and much important information added, making the book a very valuable source of data for all persons interested in tin mining or to those in any way connected with its development.

In describing the Bolivian deposits the author devotes 20 pages to the subject, and thereby supplies much valuable data. Each mining section is considered separately, economic conditions studied, names and locations of the many mines given, while climate, health, wages, and general conditions receive attention.

A chapter on tin smelting, a large number of illustrations, and several pages of bibliography add materially to the interest and importance of the work.

W. A. R.



SUBJECT MATTER OF CONSULAR REPORTS

REPORTS RECEIVED TO MARCH 26, 1914.¹

Title.	Date.	Author.
ARGENTINA.		
Argentine exports for 1912 (clipping from "Standard" of Jan. 23, 1914).	1914. Jan. 23	R. M. Bartleman, consul general, Buenos Aires.
"Boletín Mensual de Estadística Agrícola"	Jan. 24	Do.
Publication, "Dirección general de Agricultura y Defensa Agrícola."	Jan. 27	Do.
Wool shipments from the River Plate	Jan. 29	Do.
Foreign commerce of Argentina for calendar year 1913 (clipping from "La Nación" of Jan. 31, 1914).	Jan. 31	Do.
Caustic soda and chloride of lime	Feb. 4	William Dawson, jr., consul, Rosario.
Petroleum products	do.	Do.
Condensed and evaporated milk	Feb. 6	Do.
BRAZIL.		
Pianos and piano players	Feb. 2	Albro L. Burnell, vice consul general in charge, Rio de Janeiro.
Opportunities for settlers in Brazil	Feb. 3	Do.
Bone ash	do.	Do.
Tubing for metal beds	Feb. 4	Do.
Patented filter	do.	Do.
Cottonseed salad oil	do.	Do.
Onyx	do.	Do.
CHILE.		
Proprietary medicines	Jan. 24	Alfred A. Winslow, consul, Valparaiso.
Chocolate, cacao, candies, and confectionery	Feb. 11	Percival Gassett, consul, Iquique.
Vehicles	Feb. —	Do.
Watches and clocks	Feb. —	Do.
COLOMBIA.		
Sinu River to be canalized	Feb. 9	Isaac A. Manning, consul Barranquilla.
Gasoline launches for Colombian ports	Feb. 10	Do.
Colonization of the Caqueta and Putumayo country	Feb. 13	Do.
Railway projects	do.	Do.
Launches for the Arauca and Meta Rivers	do.	Do.
CUBA.		
Report on new docks of Habana harbor and photograph	Feb. 14	James L. Rodgers, consul general, Habana.
Graphite for lubricating purposes (little imported)	Feb. 23	Dean R. Wood, consular agent Nuevitas.
Meat-chopping machines—List of hardware dealers	do.	Do.
DOMINICAN REPUBLIC.		
Soda-water-manufacturing machinery—Duty—Duty on fruit extracts and flavors	Feb. 1	Charles H. Albrecht, vice and deputy consul general, Santo Domingo.
American magazines—List of booksellers	Feb. 4	Do.
Duty on catalogues and printed circulars for free distribution	do.	Do.
Coal (little market)—Amount consumed in 1912—Principal consumers	Feb. 5	Do.
Collapsible drinking cups (no market)	do.	Do.
Hardware dealers in consular district	Feb. 6	Do.
Importers and manufacturers of shoes; tanners and exporters of hides (lists)	Feb. 7	Do.
Construction work	do.	Do.
Electric and hand-power suction sweepers (little market)—Duty	Feb. 9	Do.
Construction machinery for grinding and crushing (no market)	Feb. 10	Do.
Automobiles	Feb. 12	Do.
Coal (no market)	Feb. 13	Do.
Electric coffee mills (no market)	Feb. 17	Do.

¹ This does not represent a complete list of the reports made by the consular officers in Latin America, but merely those that are supplied to the Pan American Union as likely to be of service to this organization.

Reports received to March 26, 1914—Continued.

Title.	Date.	Author.
DOMINICAN REPUBLIC—continued.		
Market for canned salmon and flour—List of importers.....	1914. Feb. 17	Charles H. Albrecht, vice and deputy consul general, Santo Domingo.
Limited sale of agricultural machinery—List of sugar estates, coffee and cacao plantations.	Feb. 18	Do.
Antique mahogany furniture (very little).....	..do....	Do.
Electric development.....	..do....	Frank Anderson Henry, consul, Puerto Plata.
List of schools in consular district—Books for the study of English.	Feb. 19	Charles H. Albrecht, vice and deputy consul general, Santo Domingo.
Irons (little market).....	Feb. 20	Do.
ECUADOR.		
Ivory nut.....	Feb. 4	Frederic W. Goding, consul general, Guayaquil.
Cloth manufacture.....	Feb. 10	Do.
Ecuador coal imports during 1912 and 1913.....	Feb. 14	Do.
GUATEMALA.		
Invoices.....	Feb. 28	William Owen, vice and deputy consul general, Guatemala.
HONDURAS.		
List of officers of Honduras railways.....	Feb. 7	David J. D. Myers, consul, Puerto Cortes.
Automobiles (none).....	Feb. 10	B. D. Guilbert, vice and deputy consul, Tegucigalpa.
Agricultural tools.....	..do....	Do.
Canned and mild-cured salmon (little market).....	..do....	Do.
Pianos.....	Feb. 12	Do.
Nuts (for machines)—List of firms for agency proposition.....	Feb. 20	Do.
Cotton oil brands—List of firms selling cotton oil.....	..do....	Do.
Agricultural machinery—List of dealers.....	..do....	Do.
List of general commission merchants.....	..do....	Do.
List of firms handling hardware—No automobile jobbers.....	..do....	Do.
Tariff notes—Salesmen's samples.....	Feb. 25	David J. D. Myers, consul, Puerto Cortes.
Structural timber (treated or untreated).....	Feb. 28	Do.
Men's clothing (little market)—List of firms.....	..do....	Do.
Electric supplies (little market).....	..do....	Do.
Steel mesh and laths for reinforced concrete (not used).....	..do....	Do.
MEXICO.		
Shippers of salted hides, ixtle, and bones.....	Feb. 6	Clarence A. Miller, consul, Tampico.
List of houses dealing in shoe-store supplies and wholesale shoe houses.....	Feb. 9	Wilbert L. Bonney, consul, San Luis Potosi.
Shoe trade—Rubber goods.....	Feb. 10	Richard M. Stadden, vice consul, Manzanillo.
Well-drilling machinery and tools (no market).....	Feb. 12	Clement S. Edwards, consul, Acapulco.
Agricultural machinery (no market).....	..do....	Do.
Automobiles.....	Feb. 13	Marion Letcher, consul, Chihuahua.
Shoe trade.....	..do....	Warren W. Rich, vice consul, Salina Cruz.
Sad irons.....	..do....	Do.
Names and addresses of stockmen in Tampico.....	..do....	Clarence A. Miller, consul, Tampico.
Importation of coal in 1912, and 9 months of 1913.....	..do....	Do.
Veneers (no market).....	..do....	Clement S. Edwards, consul, Acapulco.
Automobiles.....	Feb. 16	Wilbert L. Bonney, consul, San Luis Potosi.
English instruction books—List of private schools in San Luis Potosi.....	..do....	Do.
Insulating material marketed under name of "vulcanized fiber" (no possible market).	Feb. 19	Marion Letcher, consul, Chihuahua.
Supplement to annual report for 1913, Mazatlan.....	Feb. 20	William E. Alger, consul, Mazatlan.
Annual report on commerce and industry, 1913.....	Feb. 23	Jesse H. Johnson, consul, Matamoros.
Hardware dealers.....	Feb. 28	Philip C. Hanna, consul general, Monterey.
Dealers in shoes and supplies, polishes, etc.....	..do....	Do.
Inks—List of printing companies.....	..do....	Do.

Reports received to March 26, 1914—Continued.

Title.	Date.	Author.
PANAMA.		
Paste for making boxes, bookbinding, etc.—Duty.....	1914. Feb. 13	James C. Kellogg, consul, Colon.
List of general dealers.....	Feb. 16	Paul Osterhout, consular agent, Bocas del Toro.
Newspaper clipping describing a new and improved kind of cotton.	Feb. 19	James C. Kellogg, consul, Colon.
Flour—Principal importers.....	Feb. 24	Do.
PERU.		
'Almanaque de la Comercio para 1914'.....	Jan. 10	Luther K. Zabriskie, vice con- sul, Callao.
URUGUAY.		
Lumber; total imports for fiscal year 1910-11.....	Jan. 22	Ralph J. Totten, consul, Mon- tevideo.
Trade of Uruguay—Sources of supply—Possibilities of sale.....	Jan. 31	Do.
VENEZUELA.		
Duty paid on advertising matter.....	Jan. 28	Thomas W. Voetter, consul, La Guaira.
Magnesite.....	Jan. 29	Do.
Sadirons (little used).....	Feb. 4	Do.
Importations of coal.....	Feb. 7	Do.
Tobacco knives, tree pruners, handmills, corn shellers, and ve- hicle jacks.	Feb. 9	Do.
Cash registers.....	do.	Do.
Gasoline and oils—Lists of automobile dealers and mining com- panies.	Feb. 12	Do.
Shippers of cacao.....	do.	Do.
Telephone apparatus—List of companies.....	Feb. 16	Do.
Tariff on brewing machinery.....	Feb. 18	Do.
Diamond drills—List of mining companies.....	do.	Do.
Sausage machinery (little market)—List of hardware dealers.....	do.	Do.
Automobiles.....	do.	Do.
Milk.....	Feb. 19	Do.



ARGENTINE REPUBLIC

Argentina imported 5,112 AUTOMOBILES during 1913, as against 4,281 for the previous year; the United States furnished 708 machines during 1912 and 1,296 for 1913. France sold more than any other country, heading the list in 1912 with 1,651 and in 1913 with 1,830 machines; England was second and Italy third in automobile sales for the years mentioned.—SUGAR OUTPUT in the Province of Tucuman for 1913 amounted to 221,004 tons, which were produced from 2,606,566 tons of sugar cane.—In 1913, 2,699 SHEEP were imported into Argentina for breeding purposes; this was a large increase over the annual imports for many years. Among the breeds were Lincolns, Hampshires, Oxfords, Shropshires, Romney Marshes, etc., and they came principally from Great Britain.—The South American Journal (London) of February 28, 1914, contains an interesting résumé of BRITISH INTERESTS in Latin America, which in amount reach the enormous figures of nearly \$5,000,000,000, the average return being something like 5 per cent on invested capital. As to railways, the bulk of English capital is invested in Argentina, where over a billion dollars produce a return of between 4 and 5 per cent to the bondholders.—Dr. Edward E. Brandon states that the National Government has ceded to the University of Buenos Aires lands for the erection of a new building for the department of exact sciences of the SCHOOL OF ENGINEERING.—The EXCHANGE OF PROFESSORS between the University of Buenos Aires and of Paris becomes effective January 1, 1915. The University of Buenos Aires will pay the traveling expenses of the French professors and allow them 2,000 pesos (\$860) a month while in actual service. Not more than two Argentine professors will be sent from Argentina in any one year.—The department of LAW of the University of Buenos Aires proposes to give a four-year course for the practitioner, requiring two years' additional work for the degree of doctor of jurisprudence. The University of La Plata adopted this course from the beginning. The object is to make legal studies more practical, and to reserve the advanced studies in jurisprudence to special students.—A tank vessel for PETROLEUM is being constructed for the Argentine Government to be used in transporting oil from the Comodoro Rivadavia oil fields to Buenos Aires. It is expected that this vessel will be ready for service in May next. The petroleum will be conveyed in barrels and will be stored at Buenos Aires in two tanks of a capacity of 6,000 cubic meters each. At Comodoro Rivadavia there are four tanks of a capacity of 6,000 cubic meters each, all of which are expected to be full of oil by May. The production of

the Rivadavia petroleum fields is from 500 to 900 cubic meters per week. A new well is producing daily about 30 tons of oil.—The exports of frozen and chilled MEATS from the Argentine Republic during the year 1913 amounted to 2,515,859 carcasses of frozen wethers, 1,527,666 quarters of frozen beeves, and 3,006,608 quarters of chilled beeves, as compared with 3,584,927 carcasses of frozen wethers, 2,086,780 frozen quarters of beeves, and 2,269,474 quarters of chilled beeves in 1912.—A recent executive decree authorizes the department of agriculture of the Argentine Government to expend 80,000 pesos (\$34,400) in participating in the international exposition of HYGIENE, which will take place at Genoa, Italy, during the present year.—HONEY is consumed in the Argentine Republic in considerable quantities. In 1912 the imports of this product amounted to 151,094 kilos, valued at 22,664 Argentine gold pesos (gold peso equals \$0.96). During the first nine months of 1913 the imports of honey consisted of 94,343 kilos, valued at 14,151 Argentine gold pesos. The imports of wax in 1912 amounted to 38,463 kilos, valued at 14,859 Argentine gold pesos. Bees thrive over large areas of Argentina, and the annual production of honey per hive varies from 50 to 60 kilos and in some cases as much as 80 kilos. This is a branch of industry that could be profitably developed in the Republic in connection with fruit growing and farming.



BOLIVIA

A law of January 7, 1914, authorized the executive power to regulate the purchase and sale of TOBACCO and the manufacture of cigars and cigarettes in Bolivia. The prices at which domestic tobacco may be bought are not to be less in 1914 than those prevailing in 1913, and prices thereafter are to be fixed each year. The Government may import foreign tobacco or cigars and cigarettes, but if the Government leases the tobacco monopoly to private persons, then the imported tobacco is subject to the duties prescribed by the laws in force at the time the importation is made. The law referred to provides that cigar and cigarette factories in operation in the Republic, together with stock on hand, at the time of passage of the law, shall become the property of the State upon payment therefor of the appraised values to be determined in accordance with the provisions of the law. Under this law the Government has arranged with Villa, Mauri & Co., of Sucre, to take over the tobacco business in Bolivia, including the manufacture and sale of cigars and cigarettes, for a period of 20 years. The capital of the company referred to is

2,500,000 bolivianos (\$1,000,000).—“El Norte,” a daily paper of La Paz, Bolivia, states that the FUR and skin industry in Bolivia is capable of being developed into one of the principal industries of the country, inasmuch as the forests of the Andean slopes of eastern Bolivia contain wild fur-producing animals, among which are fine specimens of tiger and herds of vicuna.—A law of January 24, 1914, requires all BANKS operating in the Republic to keep on hand in gold coin at least 5 per cent of the total amount of their deposits. After March 1, 1914, all foreign banks and branches of foreign banks doing business in Bolivia are required to have a capital of not less than 625,000 bolivianos (\$250,000).—A recent executive decree requires the payment of CUSTOMS DUTIES in all the custom-houses of the Republic in gold coin or in notes of the Bank of the Nation. The Bank of the Nation is required to receive the bank notes of the National, Argandona, and Mercantile Banks, but is not required to exchange them for gold coin.—A law promulgated on January 7, 1914, authorizes the President of the Republic to establish a STATE MONOPOLY of all foreign products distilled from fruits and cereals, as well as of aperients and liquors in general. The Government may appropriate the stock of such liquors as are on hand in the Republic at the time of the establishment of the Government monopoly, paying for them the market prices ruling six months beforehand. The Executive is authorized to lease the liquor monopoly to the highest bidder, or to operate it for the State or in conjunction with private parties. The President is also empowered to place a surcharge tax of 50 per cent on liquors imported into the country from the time of the promulgation of the present law to the date of the establishment of the Government monopoly.—The BANK of the Nation has been authorized to increase its capital to 50,000,000 bolivianos (\$20,000,000). Gold coin must be kept on hand to the amount of 40 per cent of the bank's notes in circulation. The net earnings of this bank in 1913 were 726,026 bolivianos (\$290,410).—A law promulgated on January 10, 1914, authorizes the Chief Executive to issue State BONDS to the value of 10,000,000 bolivianos (\$4,000,000), the proceeds of which are to be used in canceling the credits in favor of the Bank of the Nation, National, Argandona, and Mercantile Banks. These bonds are to bear 8 per cent annual interest and 1 per cent is provided for an accumulative amortization fund. The amortization fund and the payment of the interest are to come from an annual appropriation in the general budget of 900,000 bolivianos (\$360,000). The bonds will be issued in denominations of 500 and 1,000 bolivianos (\$200 and \$400).—A rebate of 25 per cent on ordinary freight tariffs charged on the Arica-La Paz Railway has been granted on coal, hides, and hay until June 30 next, after which date a readjustment of rates will be made, which will doubtless be

more favorable for such commodities. The reduction on coal rates will be especially beneficial for Bolivian cities, where the price of this fuel is enormous, caused mainly by the high rates of transportation.—A movement is on foot to join the ARICA-LA PAZ Railway with the electric line running from the Alto to La Paz, which would permit loaded cars from the steamship wharf at Arica to be unloaded at the customhouse in the city of La Paz. Such an arrangement would mean quicker transportation and the saving of the labor of transferring freight at the Alto de La Paz.



BRAZIL

The FOREIGN COMMERCE of Brazil in 1913 amounted, in round numbers, to 1,976,600 contos (\$640,418,400), consisting of imports 1,007,600 contos (\$326,462,400), and exports 969,000 contos (\$313,956,000). The imports in 1913 exceeded those of 1912 by 55,000 contos (\$17,820,000), while the exports in 1913 were 150,000 contos (\$48,600,000) less than those of 1912. The exports of coffee in 1913 amounted to 13,267,000 sacks, or 1,187,000 sacks more than in 1912. The value of the coffee exported in 1913 was, however, 86,701 contos (\$28,091,124) less than in 1912. The rubber exported in 1913 amounted to 35,861,000 kilos or 6,424,000 kilos less than in 1912. The value of the rubber exports in 1913 was 153,560 contos (\$49,753,440) or 87,864 contos (\$28,467,936) less than the value of the rubber exported in 1912. The exports of cotton in 1913 were valued at 34,615 contos (\$11,215,260) or 19,054 contos (\$6,173,496) more than in 1912. The exports of hides in 1913 amounted to 32,905 contos (\$10,661,220), or 2,723 contos (\$882,252) more than in 1912. The exports of tobacco in 1913 rose to 24,569 contos (\$7,960,356), or 3,054 contos (\$989,496) more than in 1912. The exports of yerba mate or Paraguayan tea in 1913 amounted to 35,222 contos (\$11,411,928), or 3,683 contos (\$1,193,292) more than in 1912. The exports of cacao in 1913 amounted to 23,904 contos (\$7,744,896), or 938 contos (\$303,912) more than in 1912.—In the States of Rio Grande do Sul, Santa Catharina, Parana, and Sao Paulo GRAZING LANDS may be purchased at from \$2 to \$50 per acre, the price varying with the location and quality of the land. In Matto Grosso, Goyaz, and Minas Geraes the price of ordinary range land is about 30 cents per acre. For two years or more the price of cattle has been increasing, and the number in Brazil does not supply the local demand. Recent advances of about \$3 per head have been recorded. Experts say that ranches can be stocked

with cows at the rate of about \$23 per head; this fact, together with constantly improving transportation facilities, offer many possibilities worthy of consideration by stock men.—Foreign banks in Brazil usually start their EUROPEAN CLERKS on \$100 per month, and as there are no bonding companies the clerks must deposit at least \$1,000 with the bank. Contracts between the clerk and the bank are generally made for three or five years, and the bank pays the steamship fare from Europe to Brazil.—“Linking up South America” is the title under which the Montevideo Times (Feb. 8), of Uruguay, tells of the progress in RAILWAY CONSTRUCTION which brings southern Brazil, Paraguay, Uruguay, and north Argentina into closer communication than ever before. The Central Railway of Uruguay has found it necessary to purchase 12 additional locomotives to handle the traffic, 6 of them being of the fast passenger type.—Press reports state that the Sao Paulo electric company is arranging to negotiate a long-time loan of 2,000 contos (\$648,000) at 95 per cent and 5 per cent annual interest.—A strong syndicate is negotiating for the purchase of the rich Gaulaxo Taveira IRON MINES in the municipality of Marianna, State of Minas Geraes.—In December, 1913, IMMIGRANTS to the number of 5,470 landed at Brazilian ports.—The Demographic Bulletin estimates the POPULATION of the city of Rio de Janeiro at the beginning of 1914 at 984,570 inhabitants. In December, 1913, there were 1,703 deaths, 2,170 births, and 595 marriages in the city of Rio de Janeiro.—A recent law of the Brazilian Congress fixes the BUDGET of expenses of the Republic of Brazil at 435,773 contos, paper (\$97,613,452) and 95,469 contos, gold (\$52,126,074).—The Revista Commercial e Financeira of Rio de Janeiro is authority for the statement that the State of Sao Paulo is negotiating with the house of Antunes dos Santos & Co. for bringing into that State 150,000 agricultural immigrants.



CHILE

The BUDGET of expenses of the Government of Chile for 1914 amounts to 252,568,172 pesos, currency (\$53,039,316), and 121,768,599 pesos, gold (\$44,445,535), or the equivalent in United States currency of \$97,484,851. Among other items of expenditure the one for the department of finance amounts to \$25,835,087, American gold; for railways, \$17,215,053; for public instruction, \$8,301,975, and for public works, \$5,407,944.—The CUSTOMS RECEIPTS of the Government of Chile for January, 1914, amounted to 12,735,240

gold pesos (\$4,648,362) and 163,502 paper pesos (\$34,335), or the equivalent in American currency of \$4,682,697.—Since the opening of the Arica to La Paz RAILWAY to public service early in 1913, a regular freight and passenger schedule has been maintained between Arica and La Paz on a 20-hour schedule. The traffic has constantly increased and sleeping and dining cars are employed in the passenger service. It is the intention of the management to operate in the near future trains from Arica to La Paz on an 18-hour schedule.—For some time past the Government of Chile has made careful investigations of the PETROLEUM deposits discovered in the Republic, and particularly in the southern part of the country. The section of geography and mines of the department of public works has made extensive investigations in southern Chile, and has, by borings, discovered the existence of petroleum in a number of places. Recently the Chilean Government appointed a Chilean engineer, Francisco del Campo, to study the petroleum deposits of the Territory of Magallanes. Señor del Campo reports that he has made examinations in Chilean Patagonia as far as the Gallegos River, and has found numerous formations indicating the presence of petroleum in that section of the country, and indisputable evidence was obtained of the existence of petroleum in the Territory of Magallanes. Two Chilean companies—the South American and the Patagonia—are now boring for petroleum in the territory.—A law has been enacted authorizing the President of the Republic to auction, within the next two years, NITRATE LANDS in the Province of Tarapacá known as the Condor, Aurrerá, Sebastapool, Santa Lucía, and Pan de Azúcar properties, as well as the “demasías” (spaces between claims) of the Gloria, San Remigio, Barcelona, and Pampampo properties. Under the law of February 12, 1912, these lands will be divided into lots and estimate made by the nitrate board of the industrial nitrate available in each lot. Notice of the auction will be published in Chilean, English, German, French, and American papers, and dates and conditions will be specified.—The Peña Blanca COPPER SMELTER at Cabillo, Chile, is working day and night shifts. The copper mines of the surrounding country are in active exploitation, and the smelter is reported to be earning large dividends.—The MINING MAP of the region traversed by the Longitudinal Railway has been completed. This map will be of great assistance to miners and prospectors in locating mines in some of the richest mining sections of the Republic.—Press reports state that the Government of Chile proposes to contract, during the present year, for the construction of PORT IMPROVEMENTS in Antofagasta amounting to 20,000,000 gold pesos (\$7,300,000). The work is to be done through public bids.—Clark Bros. & Cementerio have established a plant to saw, turn, and polish MARBLE at San

Felipe. Five electric motors of 5 horsepower each are employed to operate six machines used in this work. With the machinery at present in use 240 marble slabs, representing 800 square meters of stone, can be taken from the quarry in 40 hours. It is proposed to pave one of the plazas of Valparaiso with marble slabs from the Andes Mountains. Additional machinery has been ordered abroad and the business will be enlarged. The marble quarry is located at a place called "Cajon del Juncal," and consists of a mountain of marble 500 meters high and of unknown thickness and depth.



On July 20 next an IRON BRIDGE over the Fucha River, near Bogota, named in honor of President Carlos E. Restrepo, will be opened to public traffic.—The National Government has issued a decree establishing a technical commission of engineers to explore and make a preliminary plan of the route to be adopted in the construction of the section of the PACIFIC RAILWAY from Girardot to Palmira, either by way of the lowlands of Calarca through the Hermosas Valley, or via such point as may be deemed most advisable. After the plan of the preliminary survey has been submitted to the department of public works, a final survey will be made over the route selected.—The UNIVERSITY OF CAUCA at Popayan recently opened a shop, fitted up with the necessary modern apparatus and tools, for use in electric and mechanical instruction. This university, which was founded in 1910, has become one of the great educational centers of the country.—A recent executive decree cedes to the municipalities of Tumaco and Barbacoas, in the department of Cauca, the usufruct of the NATIONAL FORESTS on Government lands within their respective jurisdictions for a period of 5 years. These municipalities will appoint forest watchmen for every 10,000 hectares of land, whose duties will be to see that the forests are not destroyed or exploited out of season, and that vegetable ivory be not pulled from the palms but collected after it has ripened and fallen to the ground.—A strong French financial company has offered to LOAN to the municipality of Bogota £2,000,000 (\$10,000,000).—The net profits of the Bank of Colombia, the main office of which is in Bogota, amounted to \$84,864 in the second half of 1913. The stockholders received a dividend of \$3 a share, and \$2,000 was voted to charity.—At the beginning of February, 1914, the MUTUAL COMPANY of Colombia domiciled in Cartagena, established a branch bank with a capital of \$100,000 in Bucaramanga, capital of the de-

partment of Santander.—The President has approved a contract made by the minister of public works with Pearson & Son, of London, for construction work at the port of CARTAGENA.—The National HYDROPLANE Company has been organized in Medellin with a capital of \$300,000, represented by 30,000 shares of \$10 each.—Stockholders of the BANK of Colombia have elected Ernesto Michelsen, Gabriel Camacho, and Antonio Jose Cadavid first, second, and third managers, respectively, of that institution.—The interior department, through the department of foreign relations, has requested the consuls of Colombia in Paris, London, Berlin, and New York to send such books, papers, and magazines on hygiene as may be obtainable in said cities, for the purpose of founding a LIBRARY for the use of the supreme board of health in the capital of the Republic.—The National Congress has made March 25 a public HOLIDAY in commemoration of the first centenary of the sacrifice of Ricaurte, and ordered the appointment of a committee to arrange for the celebration.—The official opening of the Antioquia RAILWAY at Medellin will take place on July 20, 1914, at which time the Northern Station in that city will be opened to the public.—Generally speaking the COMMERCIAL YEAR of 1913 was a very prosperous one in nearly every branch of trade of the consular district of Cartagena, and especially pronounced in foreign trade. The banks, one of the great trade barometers, report a favorable volume of business and a bright outlook for 1914. Industrial developments are being gradually extended by the erection of factories for the production of staple articles; wages for labor have advanced from 40 cents gold per day to as high as 60 cents gold for agricultural labor and 90 cents for cargo handling. The annual production of 1,100,000 bags of coffee is a great industry, and when only a very small portion of available land is under cultivation, the possibilities for still larger production appear to be almost limitless. The customs duties collected during 1913 amounted to \$3,133,438, or a gain of 28 per cent over the duties of the previous year, considering only imports. The declared exports to the United States from the Cartagena district amounted to \$4,404,-134.65, against \$4,250,803.53 in 1912.



COSTA RICA

Mirks & Dohls, a North American firm, has recently engaged in the exploitation of the fresh FISH INDUSTRY in Costa Rica, and has commenced operations by the investment of an initial capital of \$30,000. These gentlemen have contracted with the Costa Rican

Railway for the use of tank cars in which to transport live fish from Limon to San Jose, the capital of the Republic, at prices somewhat lower than the regular tariff rates. These tank cars of a special design will be purchased abroad and will be imported free of duty. The firm calculates that it can sell fresh fish in San Jose at a profit at 20 centimes (\$0.093) a pound, which is much less than the price of other meat. The fish industry in Costa Rica is practically undeveloped. The greatest activity in this industry will be, for the present, on the Atlantic coast, but arrangements have been made to exploit it on a smaller scale on the Pacific coast. The business is a promising one, and there is every reason to believe that within a short time edible fresh fish will be sold currently in the principal markets of the country at prices much less than those which now obtain.—

PETROLEUM deposits have been discovered in Costa Rica in the San Pablo de Puriscal Mountains. An analysis of samples from a number of these deposits gave most excellent results. Foreign capitalists have submitted a proposal to the owner of the land offering him a considerable sum for the territory on which these deposits are located and the right to exploit the same. The offer was refused, but it is understood that further negotiations are to be carried on regarding the exploitation of the property.—

The Pacific Railway Co. has established a direct daily TRAIN SERVICE between San Jose and Alajuela, the train leaving San Jose at 7 o'clock a. m. and returning at 6 p. m.—

The city of Limon has sent a committee to Colon, Panama, to investigate the materials used, the system employed, and the results obtained by that city in PAVING its streets, and to report upon the same to the municipal authorities of the city of Limon for their guidance in contracting for the paving of the streets of the latter city.—

The machinery ordered from the United States by the Government of Costa Rica for drilling ARTESIAN WELLS in the Province of Guanacaste reached Puntarenas at the close of 1913. This machinery was transported into the interior in January last, has been set up, and it is proposed to commence boring the first well at Coralillo, near the port of Humo. A number of property owners propose to drill wells for their own account in search of artesian water.—

According to press reports the municipality of San Jose is considering the placing of a domestic LOAN of 1,000,000 colones (\$465,000), the proceeds of which are to be used in consolidating the municipal debt.—

The board of public health of San Jose has ordered WATER MAINS abroad in which to convey water for supplying the municipality. One of the plans for bettering the water supply of the city is to bring water from the Tiribi River through new pipes. This would cost, approximately, 100,000 colones (\$46,500). A plan for filtering the water is also being considered.—

The BUDGET of the municipality of Puntarenas for 1914 is

estimated as follows: Receipts, 307,805 colones (\$143,129), and expenditures, 259,890 colones (\$94,860), leaving an excess of receipts over expenditures of 47,915 colones (\$22,280).—Declared EXPORTS to the United States from Costa Rica during 1912 and 1913 were as follows: San Jose, 1912, \$3.75; 1913, \$1,485; Port Limon, 1912, \$5,826,170; 1913, \$6,430,185; Puntarenas, 1912, \$380,327; 1913, \$323,168. Bananas, coffee, gold, silver, timber, hides, and rubber make up the larger amounts of exported products, while \$1,000 worth of photographs are mentioned as coming from San Jose.



A recent decree of the President of Cuba establishes a precedent for the PROTECTION OF FOREIGN TRADE-MARKS in the Republic. According to the patent and trade-mark laws of Cuba, trade-marks have hitherto been registered in the name of the first applicant, regardless of whether said applicant was the legitimate owner or not. Under the decree of President Menocal the trade-mark law is modified so that foreign trade-marks registered in the Republic belong to their legitimate owners and not to the person who first makes application for registration unless that person is rightfully entitled to the same.—An agricultural and STOCK FAIR will be held at the "Quinta" of the Mills in the city of Habana, Cuba, from April 11 to May 2 of the present year. The sum of \$100,000 has been offered in prizes for animals for breeding purposes, such as horses, asses, cattle, and hogs. The judges will consider no animal entitled to a prize which does not score at least 75 points, the object of the administration being to purchase the best exhibits that may be offered for sale and to use them in improving the live stock of the nation at the different Government agricultural stations. In the group comprising horses and asses a first prize of \$1,000, a second prize of \$500, a third prize of \$200, and two fourth-class prizes of \$100 each are offered for stallions. Prizes ranging from \$400 to \$50 are offered for trotting mares, from \$750 to \$50 for pacing mares, and from \$100 to \$25 for pony mares. In the group comprising cattle the prizes run from \$100 to \$25, in the sheep group from \$75 to \$10, and in the hog group from \$100 to \$5. Persons, either at home or abroad, who desire to enter animals for exhibition, should communicate with the secretary of agriculture, zootecnic department, Habana, Cuba, specifying the class of animal and breed.—At the request of President Menocal, the United States Government has designated Lieut. C. S. Parker to act as instructor for the Cuban NAVY. The new instructor speaks Spanish and expects to remain at his post about two years.—The committee appointed for the purpose of selecting a site for the proposed million-

dollar CUBAN CAPITOL has chosen the grounds now occupied by Government hospital No. 1 in the city of Habana on University Heights. The hospital grounds cover an area of 134,000 square meters, and the location is the highest in the city. Should the site be approved by Congress and the capitol erected thereon, the building could be seen from every part of the city and from the water front. The plan includes the opening of a wide avenue connecting the site with Vedado. The hospital buildings are frame and are quite old and out of repair.—The Habana Electric Light & Power Co. has obtained the contract for the PAVING of the city of Habana with concrete blocks, charging therefor \$5.23 per meter. The company offers to finish the work within 700 days.—The HABANA DRY DOCK officials recently gave an exhibition, to which were invited newspaper men and the general public, for the purpose of demonstrating how a ship may enter and leave the dock. The ease and quickness with which the operation is carried out was a revelation to many of the sightseers. It is believed that when the Panama Canal is in operation numerous passing ships will make use of the dock.—Habana is to have FIVE NEW SCHOOLS, the secretary of public instruction, Dr. Enseñat, having granted the necessary authority to the board of education, which will shortly designate the location of each school.—A corporation formed at Atlanta, Ga., has acquired 33,000 acres of land along the Salado River in the vicinity of Guamo, Cuba, and will RAISE CATTLE on a large scale. The company is capitalized at \$1,000,000, and proposes to begin operations with 25,000 head of cattle, and to market at least 6,000 a year in the United States. Mr. James L. Hunter, of Atlanta, will have active charge of the business in Cuba, and the name of the concern is the Oriente Cattle Co.—One thousand seven hundred and eighty crates of CITRUS FRUITS and vegetables were shipped from the Isle of Pines during the last week in February, 1,000 of which were vegetables.

The bulletin hastens to correct a statement in the March number implying the death of Dr. Carlos J. Finlay, the noted Cuban physician. Dr. Findlay, in whose honor a statue is to be erected, is still alive, though retired from active medical work.

DOMINICAN REPUBLIC

On January 22, 1914, the President of the Dominican Republic delivered a MESSAGE to the National Congress calling the attention of that body to the fact that, according to custom and precedent, special sessions of Congress could only treat of such matters as they had been called together to consider. In this message the Executive quotes from article 32 of the constitution, which states that Congress

shall meet in regular session on February 27 of each year and shall remain in session 90 days, which term may be extended for a period of 60 days, and adds that Congress may be convoked in extra session by the executive power. On December 18, 1913, the President had called an extra session of Congress to meet in January of the following year for the purpose of considering matters of great interest to the Nation.—The Government of the Dominican Republic has taken steps to place a **STONE**, commemorative of the discovery of the New World and in honor of its great discoverer, in the Convent of Santa María de la Rábida in Spain. The Onubense Columbian Society at Huelva, Spain, has written a letter thanking the President of the Dominican Republic for the earnest manner in which he has cooperated in this matter.—Dr. Francisco J. Peynado, minister of the Dominican Republic in Washington, has, on behalf of his Government, contracted with J. A. Collet to take charge of the general bureau of public works of the Dominican Government for a period of two years under the orders of the department of fomento and communications.—When the branch of the Samana & Santiago **RAILWAY** is completed, connecting by rail the town of Salcedo with that of Moca, railway communication will have been established between Puerto Plata and Sanchez, a distance of 220 kilometers. The journey by rail between these two places can be made in less than 24 hours, with stops at Santiago, Moca, Salcedo, La Vega, San Francisco de Macoris, Pimentel, and a number of stations situated in the interior of the Province of Cibao, and the railroad fare, first class, will not exceed \$9. Work was commenced on this branch in January last. The population of the six Provinces through which this branch line will pass is about 370,000, which would give an average population of about 1,681 inhabitants per kilometer of railway. Agriculture is being rapidly developed in this section of the Dominican Republic, and the railway is assured of a large freight traffic immediately after it is completed and opened to public service.—The "Central Romana," an incorporated company operating a large sugar and agricultural plantation in the Dominican Republic, has been granted permission by the Dominican Government to import 500 **PORTO RICAN LABORERS** to assist in harvesting and working up the sugar-cane crop for 1913-14.—A recent executive decree establishes the office of **DELEGATE OF FOMENTO**, and communications under the direction of a graduate civil engineer, whose duties will be to assist in inspecting and controlling public works, including telegraph and telephone lines.—Construction work has commenced on a **RAILWAY** from Barahona to the Haitian frontier, the contractor being E. Hatton, of Barahona, D. R.—The department of public works will build a **BOULEVARD** along the sea front of Santo Domingo and one leading out from the city; work on the former is about to begin.

ECUADOR

The Government of Ecuador has definitely contracted with a German firm for the construction of the Huigra to Cuenca RAILWAY. According to the terms of the agreement construction work is to commence within two months from February 18, 1914, that is to say, within 60 days from the signing of the contract. The inhabitants of the country through which this railway will pass are greatly elated over the prospects of the early construction of the line, which, after it is built and put in operation, will be a powerful factor in the development of a large area of one of the richest agricultural and stock regions of Ecuador.—A proposal from a Berlin firm of contractors for the building of a RAILWAY from Quito to Esmeraldas has been received by the department of public works of the Government of Ecuador. The construction board of the Quito to Esmeraldas railway has made a favorable report upon the proposal of the German firm, and the matter has been submitted to a committee of experts appointed by the Government for further consideration.—Señor José Cardona, an Ecuadorian AVIATOR, has gone to Costa Rica for the purpose of establishing an aviation school in the capital of that Republic.—Mr. Ellis, an American electric engineer who installed the electric tramway in Caracas, Venezuela, has been engaged to superintend the work of installing the ELECTRIC TRAMWAY in Quito. More than 160 tons of rails and other supplies were recently received in Guayaquil for the use of the Quito tramway. Construction work is being rapidly pushed forward, and the installation and operation of the tramway is to take place in the near future.—The NAVAL BUDGET of the Government of Ecuador for 1914 amounts to 595,570 sucres (\$290,043).—A large, well-equipped, modern BREWERY is to be established in the city of Quito by Victor Miño & Co. The machinery and equipment have been ordered from Europe.—The Government of Ecuador has contracted with William Schroeter for the completion of the SEWERING of the Twenty-fourth of May Avenue in Quito.—The consul of Ecuador in Berlin has contracted, on behalf of the Government of Ecuador, with Carlos Rintelen, to act as consulting TECHNICAL EXPERT to the department of public works for a period of four years.—The BUDGETS for the universities of the Republic for 1914 amount to 300,837 sucres (\$150,418), as follows: Central University, 133,160 sucres (\$66,580); University of Guayas, 97,144 sucres (\$48,572); University of Azuay, 62,921 sucres (\$31,460); and the University of Loja, 7,612 sucres (\$3,806).—No PAPER is manufactured in Ecuador, but large

quantities are annually imported for such purposes as the printing of newspapers, books, etc., for wrapping paper, paper for cigarettes, wall paper, writing paper, etc., for all varieties of which there is a fair demand. It is reasonably certain that the country has many trees that would make excellent pulp for paper manufacture, but these have not been studied with such an end in view. Large quantities of rags and old papers are destroyed annually, there being no demand for them. The trend of the paper trade has been toward the United States, which in 1910 had but 6 per cent of the importation. The following year this had increased to 15 per cent of the total trade, and the present prospects are excellent for still further development.



GUATEMALA

Articles which have recently appeared in the press of Guatemala have strengthened the impression that the country is rich in **PETROLEUM** deposits which only await proper development in order to establish one of the most important and lucrative industries that has ever been undertaken in the Republic. The department of mines has made investigations concerning the existence of petroleum in paying quantities in Guatemala, and reports that the geologic formation of a number of zones of the Republic strongly indicate the existence of petroleum and gas deposits, but that it is not possible to definitely determine the extent and value of same without making more thorough explorations, and resorting to borings or the sinking of shafts in the districts where these deposits are supposed to exist.—An **AGRICULTURAL MUTUAL AID SOCIETY** has been organized in Guatemala with the object of obtaining employment for its members and in order to furnish pecuniary aid and medical assistance to sick members and to their families. The society will maintain a life insurance department, but this feature is not obligatory. The main office of the society is at Quezaltenango, with branch offices in the capitals of the departments in the different agricultural sections of the Republic. One of these branches was recently established at Retalhuleu.—Repair work on the Chiquimulilla **CANAL** near Barberena has been completed, and this waterway was again opened to public traffic in February.—The first **AUTOMOBILE** from Quezaltenango to Huchuetenango arrived in the latter place on February 8, 1914, having made the trip, without encountering any difficulties, in six hours. The highway is reported to be in excellent condition, and this trial journey proves the feasibil-

ity of establishing rapid automobile communication between the places mentioned.—The **ENGLISH HOSPITAL** in the city of Guatemala, which was inaugurated on November 21, 1913, by a North American society of the Presbyterian Church, is situated in one of the most salubrious and picturesque parts of the Federal capital. The hospital has a free ward for the indigent sick, and patients of every class, nationality, or religious belief are received for treatment. The institution, which is fitted up in the most modern and scientific manner, is under the direction of Dr. Mary E. Gregg, of the University of Chicago, assisted by Miss York. Patients suffering with contagious diseases are not admitted to the hospital, in as much as the institution is not provided with isolated wards. The pay wards vary in price according to location of room, the maximum charge being \$5 per day. The hospital is open to patients of physicians practising in Guatemala. A school for nurses is maintained in connection with the hospital, the curriculum covering a period of three years.



HAITI

By a law of the National Congress, sanctioned by the President of the Republic on March 1 last, the nation acknowledges the **DEBT** of the revolution, and the secretary of the treasury is authorized to make an inventory of same, using such means as he may deem expedient. The secretaries of war, interior, and of the treasury are required to submit to Congress a detailed report showing the amount of said debt in order that the legislative power may authorize its payment.—The executive power has issued a decree providing for the opening of a **SPECIAL CREDIT** of \$460,000 and 10,000 gourdes for the department of war and marine, and \$100,000 and 82,000 gourdes for the department of the interior, so that these departments may have funds for the payment of certain absolutely necessary expenses.—A decree of the department of public instruction of February 24 of the present year provides that candidates seeking the title of **DENTAL SURGEON** who desire to enroll in the National School of Medicine shall present certificates showing that they have completed the secondary classic studies. To obtain these certificates candidates should apply at the regular examining sessions held in July and October of each year for students of lycées and colleges and for young men who desire to enter the National School of Law. This decree repeals decree of September 2, 1908, on the same subject.—The secretary of public instruction has addressed an impor-

tant circular to all the school inspectors of the district indicating to them the means they should take to compel the ATTENDANCE OF PULILS.—A new newspaper entitled "Le Patriote" has been established at Port au Prince.—Following the usual custom, the CARNIVAL celebrations in 1914, which always bring to the Federal capital a host of visitors from all parts of the Republic, were commenced on February 22 last.—On March 1 of the present year an interesting contest took place between the FOOTBALL team of the North American cruiser *South Carolina* and a team of the capital of Haiti, the team of the *South Carolina* winning the game. Many of the most prominent persons of Port au Prince were present. The speeches made by the captains of both teams were very cordial and timely.—At Cayes the newspaper entitled "L'Haitien," which was first published in 1902, is again being published.



HONDURAS

The following MINING CONCESSIONS have recently been granted by the Government of Honduras: Not more than 1,000 hectares of land in Angeles Valley, Department of Tegucigalpa, to Montis and Osment, together with water rights in the streams running through the lands covered by the concession; to Maria Felix G. de Galvez and Mateo Martinez, 1,000 hectares of mineral lands at Yucateca, jurisdiction of the village of Lepaterique, Department of Tegucigalpa; and to Leon Peral, of Texas, the right to exploit gold mines and placers on 1,000 hectares of land at Ulacguas, village of El Dulce Nombre, Department of Olancho. - A new THEATER, with a seating capacity for more than 1,000 persons, is being erected in Tegucigalpa.—The PALMAS PLANTATION CO., of Colorado, has been granted 268 hectares of land on the Tela River, Department of Atlantida, to be used for agricultural purposes.—The Government has contracted with Antonio Litricio to transport the MAILS between Roatan, La Ceiba, Puerto Cortez, and Tela, employing a suitable vessel for the purpose. - Permission has been given the New York & Honduras Rosario MINING Co. to import free of duty the machinery and tools necessary for use in the exploitation and development of their mines. - The free NAVIGATION of the Ulua River from Pimineto to Remolino, near the town of Santa Barbara, has been granted to Eduardo F. Campoamor for 15 years.—The preliminary plans of the Trujillo to Juticalpa RAILWAY, showing the extension of the Tegucigalpa branch and the wharf at the Bay of Trujillo, have been approved by the Government.—D. E. Cooper

has contracted with the Government of Honduras to transport the **MAILS** from and to Puerto Cortez, Tela, La Ceiba, and Utila, using a suitable vessel for the purpose.—The Government of Honduras has contracted with J. Rössner & Co., of Hamburg, to allow them 3 per cent **COMMISSION** on the wholesale prices of such merchandise as the Government may purchase abroad through them.—The Atlantida **BANK**, an institution in which New Orleans capitalists are interested, has been authorized to establish branches in the Departments of Olancho and Islas de La Bahia.—The Cuyamel Fruit Co. has a concession for the construction of a **RAILWAY** from Veracruz (Honduras) to Omoa, and a wharf at Omoa.—Miguel Turcios Reina and Miguel R. Duron, of Tegucigalpa, have submitted to President Bertrand a plan for the construction of an **ELECTRIC RAILWAY** from the Federal Capital to the port of San Lorenzo on the Gulf of Fonseca. The estimated cost of this line is 2,000,000 pesos (\$868,000), and the petitioners recommend that the road be built administratively by the Government of Honduras and that it be owned and operated by the Government. The plans and the estimate of the cost of construction are based upon investigations and reports made by a Swiss engineer who has had long experience in the construction and operation of electric railways in Switzerland. The country which the proposed railway would traverse is exceedingly rich in agricultural and mineral wealth, has a variety of climates, is well watered, and numerous waterfalls exist along the route which could be used for generating electricity with which to operate the railway. The completion of this line would connect Tegucigalpa by rail with a port on the Pacific coast and would open up one of the least developed sections of Honduras. Considerable business is now done through the Pacific coast port of Amapala, but it is contended that the opening of the port of San Lorenzo to railway traffic would cause a wonderful development along the route of the proposed line, not only in agriculture, but in mining, stock raising, and the exporting of precious woods.



During the last 10 years about \$86,000,000 has been invested in the exploitation of **PETROLEUM** deposits near Tampico in the State of Tamaulipas. Of this amount the investments of North American capitalists represent about one half, while the other half belongs to English, Dutch, French, and Mexican investors. The production of the Tamaulipas fields increased from 1,000,000 barrels in 1907 to

16,000,000 barrels at the close of the fiscal year 1913. The exports to the United States during the latter year aggregated 10,000,000 barrels. The quality of the oil produced in the State of Tamaulipas is equal to that obtained from the wells of Texas and Louisiana. Most of the oil is taken from overflow wells, and is delivered to tide-water either in barges, by rail, or through pipes. Statistics show that oil is found in Mexico at an average depth of about 2,000 feet. The Tampico fields cover an area, roughly calculated, extending a length of 150 miles north and south and reaching as far as the foothills of Sierra Azul, and of a width of from 30 to 40 miles from the coast. The northern shipping port for this district is the city of Tampico, and the southern is Tuxpam. It has been estimated that the known and well-defined oil fields of Mexico cover at the present time an area of about 6,000 square miles. The production of some of the Mexican wells is enormous. One of these, known as Juan Castaños No. 27, produced in three years and three months 24,000,000 barrels. Another great producer is the Potero del Llano, belonging to an English company, which has a capacity of 30,000 barrels per day. This well produced in three years between eleven and twelve million barrels. The Dos Bocas well emitted a column of oil 200 feet high at a temperature of more than 100°. This column took fire and burned for 57 days, destroying hundreds of thousands of barrels per day and defying all efforts to extinguish the conflagration. The oil in this well was finally exhausted and hot water was thrown up instead. The Topila district, about 25 miles northeast of the Dos Bocas well, produced about 100,000 barrels per annum until the deposit was exhausted and cold water began to flow from the well in place of oil.—Arrangements have been made to open to traffic in May, 1914, a public HIGHWAY or military road leading from the Federal Capital to the city of Pachuca.—French capitalists are negotiating in the City of Mexico for a franchise under which to organize a HOUSE CONSTRUCTION company. The capital of the proposed company is 15,000,000 pesos (\$7,500,000).—Upon the recommendation of the department of public instruction of the Mexican Government, an order has been issued to Mexican consuls authorizing them to validate, in accordance with the laws of the Republic, the DIPLOMAS of professional men in foreign countries who desire to practice their professions or callings in Mexico.—A decree has been issued placing an export duty of 3.25 pesos (\$1.62) per 100 kilos on clean COFFEE and 3 pesos (\$1.50) per 100 kilos on coffee in parchment. The effect of this decree has been to raise the price of coffee in the domestic markets of the Republic, second-grade coffee being quoted in Veracruz at 28 pesos (\$14) per 45 kilos and first-grade coffee at 31 pesos (\$15.50) per 45 kilos.

NICARAGUA

That the Government of Nicaragua is fully alive to the importance of encouraging the production of the finer grades of stock of all kinds is evidenced by a decree of President Estrada, to which the Government desires to call the attention of farmers and stockmen in general. By virtue of this decree the Government offers, in addition to exemption from duties, a premium on all registered stock of good breeding imported into the country. This premium is equal to the amount of ocean freight paid from the port of origin to the port in Nicaragua. If the animals have been previously shipped from some other country to the place from which they are imported into Nicaragua the amount of the premium shall be increased to also cover the amount of the former freight. In order to secure such a premium the interested parties must present to the department of fomento the certificates of breeding, age, ability of reproducing, and other descriptive details furnished by responsible parties in the place of origin of the animal imported; shipping and unloading manifests signed by the proper officials; and a copy of the register kept by the jefe politico or commandant of the district of entry, which must show the race, origin, condition, date of importation of the animal, and the name of the importer. Upon receipt of such documents the department of fomento will obtain the order for payment of premium from the department of finance and the same will be cashed from the public treasury. The decree further provides that all persons who may acclimatize and cultivate foreign pasture grass of superior quality to that of the native, in minimum extension of 50 hectares, shall receive in addition to exemption from duties of the seed imported a premium of 50 cents gold per hectare; when the planted area exceeds 1,000 hectares the premium is 25 cents per hectare. The acclimatization and cultivation of foreign species of rubber is also subsidized with 5 cents gold for each tree after the fifth year of its planting, provided that the quality of rubber produced is superior to the indigenous product. Machinery designed for manufacturing products of wheat and henequen is also exempted from duties and a premium offered to the importer equivalent to the freight from port of origin to any port in Nicaragua. The Government also offers a subsidy of 20 cents gold for each hundredweight of first-class flour and 10 cents gold for each hundredweight of henequen fiber produced in the country for a period of five years from the date of the decree. Manufacturers of products of the native cactus also enjoy free importation and reimbursement for freight on modern machinery used for exploitation of these products.—Under a recent decision of the Mixed CLAIMS

Commission, all claims under \$40,000 are to be passed on without a public hearing unless the Government or claimant should otherwise direct.—A company has been organized by A. G. Kerr, of Cincinnati, Ohio, to develop the Dos Amigos MINES in the Prinzapolka mining zone of the Republic on an extensive scale. These well-known mines were formerly owned and operated by Mr. Kerr. Expert mining engineers will be employed to assist in the development of the property.—The Sioux PLANTATION Co., of Sioux Falls, S. Dak., has decided to develop its property at the junction of the Sicsiewass and the Grande Rivers. The property is located above and within a short distance of the property of the Pan American Fruit & Fiber Co. Development work has been placed in charge of Jacob Olson, an agriculturist from the United States.—The total CUSTOMS RECEIPTS of Nicaragua for 1913 amounted to \$1,729,013.49, or an increase of \$556,618.23 over that of the previous year.



PANAMA

The Government of Panama has contracted with R. W. Hebard & Co., of the city of Panama, to construct the buildings to be known as the Government Palace and the Palace of Arts of the NATIONAL EXPOSITION of Panama, in accordance with plans prepared by special architects of the Panama Government, and to deliver the same, complete in every particular, to the Government on August 15 and September 1, respectively, of the present year. The Government reserves the right, should it have reason to believe that the buildings will not be completed within the time specified in the contract, to limit the contractors to the completion of one of the buildings and to make additional contracts with other builders for the finishing of work on the remaining building, payment to be made to the original contractors for such work as they may have done. The supervision of construction work and the acceptance of the completed buildings are to be under the direction of Government architects or of their authorized representatives. The contractors have deposited \$10,000 in the National Bank of Panama as a guaranty for the faithful performance of their part of the agreement. The contract, which required the sanction of the President of the Republic, was approved by him on February 10, 1914, and the full text thereof was published in Spanish in the Gaceta Oficial of January 31 of the same year.—The Government of Costa Rica approved on February 10, 1914, a convention for the exchange of postal MONEY ORDERS between the Republics of Costa Rica and

Panama. The convention becomes operative, after ratification by both contracting countries, upon a date to be agreed upon by the department of posts of the Republic of Costa Rica and the secretary of government and justice of the Republic of Panama. The convention will continue in force until terminated by mutual consent of the parties in interest, or until annulled by the notification of one of the countries to the other of its desire to terminate the convention, said notification to be given six months before the date of the termination of the convention.—The Government of Panama has authorized the formation of two Chinese societies in the Republic with headquarters in the city of Panama. One of these organizations is entitled the "Progressive Club," and the other the "Impartial Asiatic Club."—A recent executive decree exempts divers from the provisions of the law prohibiting fishing and diving with machines in waters under 8 fathoms in depth at low tide in the exploitation of the MOTHER-OF-PEARL industry.—An appropriation of \$60,000 has been added to the GENERAL BUDGET for the conservation and repair of buildings, bridges, and roads, and for the completion of public works at New Gorgona.—Juan Ehrman has been granted permission by the Government of Panama, subject to the approval of Congress, to construct a DRY DOCK on Taboga Island, in the Gulf of Panama, and to exploit the same for a period of 50 years.—The department of public works of the Government of Panama has ceded to Benjamin F. Ellinger, an American citizen, 1,000 hectares of land to be used for the purpose of establishing an AGRICULTURAL COLONY in the Province of Chiriqui. Within the next three years the concessionaire agrees to settle on said land not less than 20 American or European families of agriculturists.



PARAGUAY

The legation of Paraguay in Washington has furnished the MONTHLY BULLETIN with data showing that the DEBT of the Republic of Paraguay on September 30, 1913, expressed in gold pesos and paper currency, was as follows: Foreign debt, 3,917,600 gold pesos, and the internal debt, 50,740,900 paper pesos.—The general expense BUDGET has been sufficient to meet the expenses of the Government. The following PUBLIC WORKS have been completed with funds appropriated from the general revenues: Enlarging and arranging office of the prefecture general of ports; of the customs warehouses at the capital; of the intendency general of war and marine; repair of the building and offices of the department of war and marine and

purchase of a new building; construction of office and warehouses of the Agricultural Bank in order to facilitate the handling of products of the country, and the construction of a wharf at Villa Pilar. Private companies have constructed tramways and electric plants, and have placed in operation a ferryboat in conjunction with the opening to traffic of the international railway from Asuncion to Buenos Aires.—A number of bridges have been built, and more than 20,000 meters of roadbed have been constructed in the Republic under the orders of the department of fomento, the chief of which received a technical education in the universities of the United States.—On the branch from Borja to Iguazu of the Asuncion to Encarnacion RAILWAY 70 kilometers have been built and construction work is actively progressing. The total length of this branch is 260 kilometers. On the Paraguari to Misiones Railway survey work has been completed to Villa Florida, a distance of 110 kilometers, and construction work will soon be begun to Carepegua, a distance of 24 kilometers. On the Concepcion to Belen line, 350 kilometers, 30 kilometers have been completed to a point near Horqueta.—The house of Barthe, Hermann Krab & Co. and the Mihanovich & Vierci Co. have increased their RIVER TRAFFIC.—The PORT OF ASUNCION is to be enlarged, since there is not sufficient room for the numerous vessels which enter and depart daily.—The use of AUTOMOBILES has increased and an auto club has been established.—The ARMY is divided into five military zones, with headquarters at Concepcion, Paraguari, Encarnacion, Pilar, and the Chaco region. The NAVY is composed of the following vessels armed with Vicker's artillery, model of 1911, Maxim, Armstrong, etc.: *Constitucion*, *Adolfo Riquelme*, *General Diaz*, and *Triunfo*. The following are the principal military transports in use: *Ludovico*, *Independencia*, *Manuel*, *Libertad*, and *Coronel Martinez*.—In the reorganization of the ARMY of Paraguay eight German Army officers have signed contracts to serve three years each.—The Government of Paraguay has negotiated with The Paraguaya Corporation, a North American company with offices at Asuncion, organized under the laws of the State of Delaware, for the placing of an issue of £1,250,000 (\$6,075,000) BONDS, to be known as "5 per cent foreign gold bonds of the Republic of Paraguay, 1914." The loan is made under a law bearing date of November 28, 1912. The bonds draw 5 per cent interest per annum, payable semiannually on the 1st of the months of July and January of each year, and an accumulative amortization fund of 1 per cent annually is provided for. The first interest coupon is for five months and is payable on January 1, 1915. The cash proceeds of the sale of the bonds shall be placed at the disposal of the Government of Paraguay not later than July 31, 1914. The payment of interest and amortization is secured by 25 per cent

of all customs receipts, either of imports or exports, except the export duties on Paraguay tea and hides. The Bank of the Republic at Asuncion is made the depository of the interest and amortization funds until such time as the parties in interest may deem advisable to designate another bank for this purpose. If at any time 25 per cent of the customs receipts set aside for the payment of interest and amortization should be insufficient to liquidate these payments, then the Government agrees to appropriate such a sum as may be necessary to cover the difference. The Paraguaya Corporation has given to the Government of Paraguay a guaranty of £10,000 for the faithful fulfillment of the terms of the contract.—In 1913 the exports of TOBACCO from the port of Asuncion consisted of 56,476 bales, weighing 5,488,277 kilos, classified and approved by the Government's inspectors, and 728 bales, weighing 69,077 kilos, of unclassified tobacco.—The department of fomento of the Government of Paraguay has entered into an ad referendum contract with Handley Cysalensky to demonstrate the intensive cultivation of COTTON in the Republic and has ceded him lands for that purpose.



PERU

Immediately after the resignation of President Guillermo E. Billinghurst on February 4 last the National Congress in session at Lima unanimously elected a GOVERNING BOARD composed of the following members to temporarily exercise the executive power in accordance with the laws of the country: Col. Oscar R. Benavides, Dr. J. Matías Manzanilla, Dr. Arturo Osoreo, Engineer José Balta, Dr. Rafael Grau, and Dr. Benjamin Boza.—A law has been promulgated authorizing the executive power to appoint a committee composed of two employees of the treasury department, an employee of the Callao customhouse, one member each from the Boards of Trade of Lima and Callao, a member from the industrial society, one member each from the national societies of mines and agriculture recommended by these organizations, a chemist recommended by the medical college, and a lawyer recommended by the supreme court, to formulate a CUSTOMS TARIFF and a customs code which will treat of the following subjects: (1) Maritime ports and their classification; (2) fluvial ports; (3) lacustrine ports; (4) maritime, fluvial, and lacustrine transportation; (5) wharves and tariffs; (6) discharge of freight; (7) warehouses; (8) consular invoices; (9) customs classification and dispatch; (10) agents' samples; (11) baggage; (12) appraisements; (13) warehouses and storage; (14) franchises to foreign

and domestic navigation companies; (15) free merchandise; (16) auction of merchandise; (17) prohibitions; (18) fines, penalties, etc.; (19) customs bounties; (20) customs courts; (21) powers of customs administrators; and (22) land traffic. When the work of the committee is completed, the plans recommended by it are to be submitted to Congress for consideration. An appropriation of £800 (\$4,000) has been made for the expenses of the committee in carrying on the work connected with the revision and compilation of the proposed customs tariff and code.—For some time past a group of London capitalists has been investigating MINING properties and opportunities in the Republic of Peru with the object of making large investments in that line of industry. Reports made on a number of mining properties by expert engineers are said to have been of such a flattering nature that all the capital needed for the development and exploitation of mines and smelters will be available if transportation facilities and the general conditions of the country and markets should warrant them in going into the business on a large scale. No definite plans of these capitalists have yet been communicated to the public, but it is generally believed that considerable capital will be invested in mines in the near future.—The cost to the city of Callao for the laying of its SEWER MAINS, the work having been done administratively under the direction of expert engineers, was £3,600 (\$18,000).—The governing board of Peru, of which Col. Oscar R. Benavides is president, has provided 33 free SCHOLARSHIPS for 1914 in the SCHOOL OF ARTS AND CRAFTS at Lima. These scholarships are apportioned to the different departments. They will be issued to candidates eligible for admission who stand highest in the competitive examinations which will be held by the department of fomento on May 1, 1914.—The sum of £300 (\$1,500) has been appropriated by Congress to be used in completing the BREAKWATER at Ancon, and funds have been provided in the departmental budget of La Libertad with which to finish the installation of the Otuzco WATERWORKS.—The city of Iquitos has taken preliminary steps to issue BONDS for the erection of a municipal market, material for the construction of which has been imported from Europe.



SALVADOR

According to a MESSAGE which President Carlos Melendez delivered to the National Congress on the occasion of the opening of its regular sessions on February 20 last, there were 856 schools in operation in the Republic in 1913. Of this number, 711 were Govern-

ment schools, 47 private, 91 municipal, and 7 charity schools. The number of pupils who matriculated in these schools during the year was 50,550, and the average attendance was 38,121. The budget for 1913 provided for the establishment of 137 new schools, 77 of which were night schools and 60 rural schools. During the year the school of medicine was installed in its new building and furnished with new furniture and additional equipment. The school of pharmacy has recently received equipment valued at 10,000 francs (\$2,000). The Institute of Natural History has again been placed under the direction of the department of fomento. The National Observatory was equipped with valuable scientific apparatus during the year. The amount expended by the Government in 1913 for scholarships was about 60,000 pesos (\$26,040). Funds aggregating 166,124 pesos (\$72,098) were provided for the erection of a normal-school building at "Quinta Natalia" in the city of San Salvador. Through the department of agriculture the Government of Salvador in 1913 placed at the disposal of the National Society of Agriculture the sum of 50,000 pesos (\$21,700), to be used in the encouragement and development of agriculture in the Republic. During the past year the society aided in the publication of an agricultural magazine and contributed to the maintenance of the experiment station of the agricultural college. The central board of agriculture has two experimental stations in the Federal Capital used for the purpose of propagating tree growth in the country. During the past year these stations distributed free to municipalities and individuals more than 80,000 young trees. Imports of seeds and plants are constantly being made by the Government for experiment and propaganda work. The revenues of the Republic in 1913 amounted to 14,445,731 pesos (\$6,269,447), as compared with 13,734,133 pesos (\$5,960,613) in 1912. The revenues from imports in 1913 were 7,263,043 pesos, (\$3,152,160) as compared with 8,324,869 pesos (\$3,612,-33) in 1912. The revenues from export taxes in 1913 were 1,515,385 pesos (\$657,677), as compared with 1,400,894 pesos (\$607,-988) in 1912. The total expenditures of the Government in 1913 were 16,178,910 pesos (\$7,021,647), as compared with 15,678,073 pesos (\$6,804,284) in 1912. The banking situation, settled in accordance with the provisions of an executive decree of November 7, 1913, is satisfactory. The effect of this decree has been of such a nature as to protect both the interests of the depositors and stockholders of the banking institutions of the country and to insure the transaction of business on a safe and equitable basis.

URUGUAY

The legation of Uruguay in Washington has kindly furnished the MONTHLY BULLETIN with a short extract from the MESSAGE of the President of the Republic, delivered on the occasion of the assembling of Congress in the capitol at Montevideo on February 15, 1914, in which the executive states that the year 1913-14 will close with a complete adjustment of the financial situation and satisfactory revenues. The domestic and foreign securities of the country continue firm, as does also the value of land. The imports in 1913 were, in round numbers, 240,000,000 francs (\$48,000,000) and the exports 315,000,000 francs (\$63,000,000), or an excess of exports over imports of 70,000,000 francs (\$15,000,000). The public debt paid during the year was 3,047,487 pesos (\$3,151,102), while the additional internal debt contracted during the same period amounted to 6,051,300 pesos (\$6,257,044). The increase of the internal debt was caused by the consolidation of the Mortgage Bank, acquired by the State, and the extension of the electric service. This increase was absorbed by local capitalists and banks. During the year the Bank of the Republic increased its capital to 65,138,892 francs (\$13,027,778), on which net earnings of 8,486,353 (\$1,697,270) were realized. At the present time this bank has cash on hand amounting to 60 per cent of its obligations payable on demand. The earnings of the Insurance Bank during the year were 2,607,602 francs (\$521,520). The Mortgage Bank, which belongs to the State, has a capital of 19,453,800 francs (\$3,890,760), and earned during the year 1912-13, 1,623,342 francs (\$324,668), and the estimated earnings to March, 1914, are 2,160,000 francs (\$432,000). The electric installations had profits during six months amounting to 2,700,000 francs (\$540,000). The State saved 4,095,705 francs (\$819,141) over railway guarantees, due to the good results of traffic during the year. The traffic of the port of Montevideo during the year was 12,925,000 registered tons, or 1,912,374 net tons of cargo, most of the business being done from vessels anchored at the wharves. The domestic situation is perfectly tranquil and the relations of Uruguay with foreign countries completely amicable.—In January, 1914, the total REVENUES of the Government of Uruguay, collected on imports and exports, storage, lighterage, etc., amounted to 1,434,049 pesos (\$1,477,070).—The consul of Uruguay at Bergen, Norway, has reported to the Uruguayan Government that after the inauguration of the new line of steamers between Montevideo and Bergen, the first sailings of which were made in March last, a new market will be available for the sale of Uruguayan salt meats and other products of

the country.—The Northern STREET RAILWAY system of Montevideo has prepared a plan showing that the proposed extension of its line in the Federal Capital amounts to nearly double the trackage now in operation.—The RADIUM Institute of the University of Medicine of Montevideo has issued rules and regulations governing the use of radium in the treatment of disease in the city of Montevideo and establishing a tariff of charges.—The President of the Republic of Uruguay has appointed Drs. Alfredo Vidal y Fuentes, Ernesto Fernandez Espiro, and Jaime H. Oliver as its delegates to the International SANITARY CONFERENCE, which will meet in Montevideo on April 10, 1914, and to which the Argentine and United States Governments have been invited.—The TOBACCO crop of Uruguay in 1913 amounted to 1,388,000 kilos.—In 1913 there were 485,806 head of CATTLE slaughtered in Uruguay for the export trade.



VENEZUELA



A recent report on the Amparo GOLD MINES, published in Spanish in "El Universal," of Caracas, states that these mines are situated 12 miles east of Guasipata, capital of the State of Yuruari, and within a dozen miles of the celebrated "Callao" mine in one of the greatest gold-producing zones of the Republic. According to the report the property consists of 400 acres of hilly and wooded land in the form of a rectangle, traversed from east to west by a deep canyon, the bottom of which is covered with a layer of alluvial earth containing gold. The mine was discovered about three years ago and has been worked over a width of from 50 to 100 feet for a distance of about half a mile. Twenty-five galleries from 30 to 90 feet in length have been excavated along the sides of the canyon. One of these is being extended over a vein of low-grade gold ore and at present has a length of about 150 feet, all of which has been timbered with wood cut from the neighboring forests. By following up this vein during the past year and extracting ore from the mine the production in 1913 amounted to 1,280 tons of ore, which produced 3,843 ounces of gold, valued at \$76,860. The ore is low grade, assaying on an average 3 ounces of gold per ton. The mine has facilities and machinery for extracting 100 tons of ore daily, but the mill at the present time has a capacity for grinding only 50 tons of ore per day. It is rumored that the grinding capacity of the mine is to be increased in the near future by adding an additional crusher to the plant. The mine contains other veins in the experimental stage which have not been thoroughly worked nor completely developed, some of which

give most promising indications, inasmuch as ores have been taken from them assaying as high as 10 ounces of gold to the ton.—The German colony of the Federal District presented to the department of hygiene and public health, on the occasion of the celebration of the first centenary of German colonization in Caracas, a bacteriologic, microscopic, and CHEMICAL LABORATORY. The Government of Venezuela on accepting this useful present informed the donors that the laboratory would be installed in the department of chemistry and bacteriology of the national sanitary office in Caracas in a room to be known as the Robert Koch Hall in honor of Dr. Koch, the great German scientist and bacteriologist.—The department of fomento of the Government of Venezuela has granted to Dr. Ramon Gonzales Velasquez, of the city of Caracas, the right to exploit in Venezuela for a period of 10 years the manufacture and sale of artificial PETRI-FIED WOOD for paving floors, covering walls, and similar uses. The wood will be manufactured in different colors out of a material discovered in Germany some years ago, the composition of which is sawdust, asbestos, and magnesia. According to the statement of Dr. Velasquez, this material has never been manufactured or even imported in Venezuela. The raw products for the manufacture of the material are found in abundance in the country, and flooring and walls covered with petrified artificial wood are said to be hygienic, free from joints, waterproof, and of but a slight heat absorbing capacity. The first factory for the manufacture of the material is to be erected at Caracas, and the second at Puerto Cabello or La Guaira. The initial capital that will be invested in the business is 10,000 bolivares (\$2,000).—A RAILROAD is being constructed, under the direction of General R. Luigi, between Los Castillos and Tucupita. Important consignments of construction material have already been received for this purpose.—The Government of Venezuela has granted titles to the San Rafael, Atlantida, and El Socorro COPPER MINES, situated in the district of San Felipe, State of Yaracuy.



